RAILROAD MAGAZINE

NOVEMBER, 1965 50¢

I PREFER STEAM

by Bill Pennington

Western Pacific Engineman for 29 Years

ENGINE MESSENGER

JAMES I. GERTZ

tells of 2300-mile trip

Just a Few Months NEW—and Already One of the HOTTEST Money-Makers in Direct Selling!

The MERLITE Longer-Life Light Bulb

The Only Light Bulb in the World Backed by this SENSATIONAL GUARANTEE:

ONCE YOU BUY MERLITE LIGHT BULBS—YOU NEVER HAVE TO BUY BULBS AGAIN—*NEVER!*

Averages $8.20 Per Hour in Spare Time!

"These guaranteed Merlite Bulbs surely sell. I have averaged $8.20 per hour for the time I have spent with them. That makes a nice income and wish I could give full time to the job."
L. C. Benedict, Virginia

Sold 178 Bulbs in First Afternoon

"This is an absolute fact and we are really pleased with this deal. The first afternoon I sold 178 Merlite Bulbs. I have a saleslady, and the first hour she worked she sold 29 bulbs. We are very much pleased with the reception we get from the customer. Enclosed you will find check for 10 display units. Please ship this order at once."
W. E. Foust, Arkansas

Man Averages $12.00 an Hour Part Time

"The Merlite Longer-Life Light Bulb is the answer to the direct salesman's prayers. It is fantastically easy to sell to housewives and home owners. They welcome you with open arms. Also have been very successful in placing displays in stores. I could place at least 6 displays weekly, and I am only working part time. I figure for every hour spent in selling the Merlite Longer-Life Bulb, I have averaged $12.00 an hour."
Philip E. Smith, Maine

Makes $25.64 in 3 Minutes Without Showing a Sample!

"When I first got your literature, and before I ordered any Bulbs, I mentioned the Guarantee to a furniture store owner, and he said 'Send me 2 dozen 150-Watt Bulbs.' Without even showing a sample or literature, I made $11.42 in 3 minutes. Later in the day, I mentioned the Bulbs to another man, and he ordered 1½ cases. Again $25.64 profit in less than 3 minutes. In my next call I sold another ½ case!"
Woodrow Baker, Oklahoma

Daring NO-TIME-LIMIT Free Replacement GUARANTEE Does ALL of the Selling FOR YOU!

It's amazing—how once in a blue moon a product comes along that actually fulfills all the big money-making promises made for it. It's fantastic—*14 words* are making it easy for men everywhere to make a "small fortune"—as much as $1,000 and more in a month, spare time or full time! Yes, the MERLITE LIGHT BULB is a dream deal! And it's simple to see why. When you can say the 14 magic words: "ONCE YOU BUY MERLITE LIGHT BULBS, YOU NEVER HAVE TO BUY BULBS AGAIN—NEVER"—no wonder you turn a big sale on the spot almost everytime. You need no fancy song and dance, no time-consuming demonstration, no fast-pitch sales talk. Because almost everyone jumps at the chance to buy Merlite Light Bulbs when they're offered an iron-clad guarantee (packed with each bulb) that *ends future light bulb bills forever;* a guarantee that unconditionally offers to replace FREE any burned-out Merlite Bulb, no matter when they burn out—in 5 years, 10 years—with no time limit; a guarantee that applies to any Merlite Bulbs purchased or replaced! Every home needs at least 12 to 24 Merlite Light Bulbs to replace old-fashioned short-life non-guaranteed bulbs in ceiling fixtures and lamps in every room. You make up to 120% profit on cost, can easily make $50.00 profit for just a few orders a day in spare time. Merlite men are making this much and more—right now!

Make Biggest Profits Selling to Retailers

We supply you with Self-Selling Displays at no cost. Place them in any kind of store. You do no selling, just collect big repeat profits by restocking Merlite Bulbs once a week or so. Get in on this most fabulous money-maker of the age! Rush coupon to get complete details—FREE!

MERLITE INDUSTRIES, INC.
(Light Bulb Div.) Dept. DG-6
114 E. 32nd St., New York 16, N.Y.

Rush Coupon for

FREE

Money-Making Details and "No-Risk Offer" that Lets You Prove to Yourself that Merlite Bulbs Bring the Hottest Money-Making Opportunity in Years!

MERLITE INDUSTRIES, INC. Dept. DG-6
(Light Bulb Division)
114 East 32nd St., New York 16, N.Y.

Please rush Complete Illustrated Outfit, fully describing my tremendous money-making opportunity with Guaranteed Merlite Light Bulbs, plus Special "No-Risk" Extra Profit Starting Offer—all FREE and without any obligation whatsoever.

Name_____

Address_____

City_____ Zone___ State_____

IN CANADA. Mopa Co., Ltd., 371 Dowd St., Montreal 1, P.Q.

Clip coupon—and take your first big step to real success! I.C.S., Scranton, Penna. 18515

Accredited Member,
National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS 75th YEAR

Box 766, Scranton, Penna. 18515 (In Hawaii: P.O. Box 418, Honolulu. In Canada: I.C.S. Canadian, Ltd., Montreal.)

Without cost or obligation, rush me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

New! Special Package for Women!

Name of the course in which you are interested_____

Mr.
Miss_____Age_____Address_____
Mrs.

City_____State_____Zip Code_____Working Hours_____A.M. to_____P.M.

Low rates to members of U. S. Armed Forces!

Occupation_____Employed by_____

Special training programs for industry

Cast your ballot for a successful future!

253 I.C.S. COURSES

I.C.S. is the oldest, largest school of its kind. Over 200 courses for men and women. High school, business, secretarial, interior decorating, engineering. One for you. Direct, job-related. Bedrock facts and theory plus practical application. You learn from experts. Diploma to graduates.

Clip and mail the coupon **now.** You'll receive, absolutely FREE, 3 valuable booklets that have helped thousands. But don't delay. Cast **your** "ballot" for future success!

ACCOUNTING
Accounting for Business Programmers
Cost Accounting
C.P.A. Review
Estate & Trust Accounting
Executive Accounting
Federal Tax
General Accounting
Industrial Accounting
Legal Accounting
Office Accounting
Personal Income Tax & Social Security
Practical Accounting
Public Accounting
Small Business Accounting
Starting & Managing a Small Bookkeeping Service

ARCHITECTURE AND BUILDING
Architectural Drawing & Designing
Architecture
Building Contractor
Building Estimator
Building Inspector
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning & Interior Design
Mason
Painting Contractor
Reading Arch. Blueprints
Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

ART
Amateur Artist
Commercial Art
Commercial Cartooning
Illustrating
Interior Decorating
Show Card & Sign Production
Show Card Writing
Sign Painting & Designing
Sketching & Painting
Oil Painting for Pleasure

AUTOMOTIVE
Automatic Transmission Specialist
Automobile Body Rebuilding & Refinishing
Automobile Electrical Technician
Automobile Engine Tune-Up
Automobile Technician
Automotive Mechanic
Diesel-Gas Motor Vehicle Engines

BUSINESS
Advertising
Basic Inventory Control
Business Administration
Business Management & Marketing
Business Management & Production
COBOL Programming
Condensed Business Practice
Industrial Psychology
Managing a Small Store
Marketing
Modern Executive Management
Office Management
Programming for Digital Computers
Programming the IBM 1401 Computer
Purchasing Agent
Retail Business Management
Statistics and Finance
Systems and Procedures Analysis

CHEMICAL
Analytical Chemistry
Chemical Engineering
Chemical Engineering Unit Operations
Chemical Laboratory Tech.
Chemical Process Control Technician
Chemical Process Operator
Elements of Nuclear Energy
General Chemistry
Instrumental Laboratory Analysis

CIVIL ENGINEERING
Civil Engineering
Construction Engineering
Highway Engineering
Principles of Surveying
Reading Highway Blueprints
Reading Structural Blueprints
Sanitary Engineering
Sewage Plant Operator
Structural Engineering
Surveying and Mapping
Water Works Operator

DRAFTING
Aircraft Drafting
Architectural Drafting
Electrical Drafting
Electrical Engineering Drafting
Electronic Drafting
Introductory Mechanical Drafting
Mechanical Drafting
Pressure-Vessel and Tank Print Reading
Sheet Metal Layout for Air Conditioning
Structural Drafting

ELECTRICAL
Electric Motor Repairman
Electrical Appliance Servicing
Electrical Contractor
Electrical Engineering (Power option or Electronic option)
Electrical Engineering Tech.
Electrical Instrument Tech.
Industrial Electrical Tech.
Industrial Telemetering
Power Line Design and Construction
Power Plant Operator (Hydro or Steam Option)
Practical Electrician
Practical Lineman
Reading Electrical Blueprints

ENGINEERING (Professional)
Chemical
Civil
Electrical
Mechanical
Industrial Management for Engineers

ENGLISH AND WRITING
Better Business Writing
Introductory Technical Writing
Modern Letter Writing
Practical English
Short Story Writing

HIGH SCHOOL
High School Business
High School College Prep. (Arts)
High School College Prep. (Engineering & Science)
High School General
High School Mathematics
High School Secretarial
High School Vocational

LANGUAGES
(Edited by Berlitz)
French
German
Italian
Spanish

LEADERSHIP
Basic Supervision
Industrial Foremanship
Industrial Supervision
Personality Development
Personnel-Labor Relations
Supervision

MATHEMATICS
Advanced Mathematics
Mathematics and Mechanics for Engineering
Mathematics and Physics for Engineering
Math & Physics for Technic'ns
Modern Elementary Statistics

MECHANICAL
Industrial Engineering
Industrial Instrumentation
Machine Design
Mechanical Engineering
Quality Control
Safety Engineering Tech'l'gy
Tool Design
Value Analysis

PETROLEUM
Natural Gas Production & Transmission
Oil Field Technology
Petroleum Production
Petroleum Production Eng'r'g
Petroleum Refinery Operator
Pipeline Engineering

PLASTICS
Plastics Technician

PLUMBING, HEATING, AIR CONDITIONING
Air Conditioning
Air Conditioning Maintenance
Domestic Heating with Oil & Gas
Domestic Refrigeration
Gas Fitting
Heating
Heating & Air Conditioning with Drawing
Plumbing
Plumbing & Heating
Plumbing & Heating Contractor
Plumbing & Heating Estimator
Practical Plumbing
Refrigeration
Refrigeration & Air Conditioning
Steam Fitting

PULP AND PAPER
Paper Machine Operator
Paper Making
Pulp Making
Pulp & Paper Engineering
Pulp & Paper Making

SALESMANSHIP
Creative Salesmanship
Real Estate Salesmanship
Sales Management
Salesmanship
Salesmanship & Sales Management

SECRETARIAL
Clerk-Typist
Commercial
Legal Secretary
Medical Secretary
Professional Secretary
Shorthand
Stenographic
Typewriting

SHOP PRACTICE
Drill Operator
Foundry Practice
Industrial Metallurgy
Lathe Operator
Machine Shop Inspection
Machine Shop Practice
Machine Shop Practice & Toolmaking
Metallurgical Engineering Technology
Milling Machine Operator
Patternmaking
Practical Millwrighting
Reading Shop Prints
Rigging
Tool Engineering Technology
Tool Grinder
Toolmaking
Turret Lathe Operator
Welding Engineering Technology
Welding Processes

STEAM AND DIESEL POWER
Boiler Inspector
Industrial Building Engineer
Power Plant Engineering
Stationary Diesel Engines
Stationary Fireman
Stationary Steam Engineering

TEXTILES
Carding
Carding and Spinning
Cotton Manufacturing
Dyeing & Finishing
Loom Fixing
Spinning
Textile Designing
Textile Technology
Textile Mill Supervisor
Warping and Weaving
Wool Manufacturing

TRAFFIC
Motor Traffic Management
Railway Rate Clerk
Traffic Management

TV-RADIO-ELECTRONICS
Communications Technology
Electronic Fundamentals
Electronic Fundamentals (Programmed)
Electronic Fundamentals with Electronic Equipment Training
Electronic Instrumentation & Servo Fundamentals
Electronic Principles for Automation
Electronics and Applied Calculus
Electronics Technician
First Class Radiotelephone License
Fundamentals of Electronic Computers
General Electronics
General Electronics with Electronic Equip. Trng.
Hi-Fi Stereo and Sound Systems Servicing
Industrial Electronics
Industrial Electronics Engineering
Industrial Electronics Engineering Technician
Practical Radio-TV Engineer'g
Practical Telephony
Principles of Radio-Electronic Telemetry
Principles of Semiconductor-Transistor Circuits
Radio Servicing with Radio Equipment Training
Radio & TV Servicing
Radio & TV Servicing with Radio Equip. Trng.
Second Class Radiotelephone License
Sound Systems Specialist
Telephony, Electronics and Radio Communications
TV Receiver Servicing
TV Technician

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 78, NO. 1 NOVEMBER, 1965 50 CENTS

ILLUSTRATED FEATURES

Photographs of the Month 13
Engine Messenger ..... James I. Gertz 18
Along the Iron Pike *(pictorial)* ..... Joe Easley 27
Interesting Railfans No. 35: Edison H. Thomas 28
I Prefer Steam ..... Bill Pennington 32
Steve Maguire ..... Kenneth Dalecki 64

FICTION

Switch Key ..... R. H. ("Turkey") Moore 42

SHORT HAULS

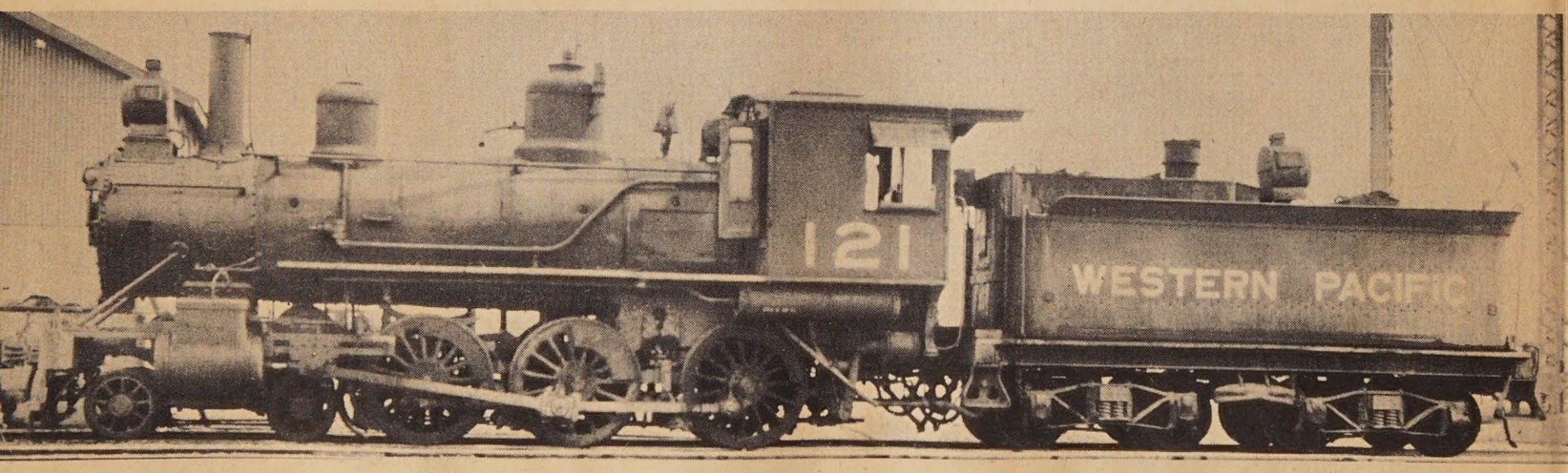
Atlantic Coast Line Locomotives ..... Sy Reich 26
Coming Events *(railfan excursions)* 55
Rosters of Montana Shortlines ..... Sy Reich 55

DEPARTMENTS

The Mail Car 6
Information Booth 23
Transit Topics 38
Books of the Rails 50
The Hobby Club 56
The Switch List 62

WP acquired two 4-6-0's, including this one (Richmond, 1896) from the Alameda & San Jose in July, 1903. The 121 ran also on the Tidewater Southern and the Quincy Western and was scrapped in December, 1934.

Bill Pennington collection



Next issue out around November 5th

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 40 East 50th St., New York, N. Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1965, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy, 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U. S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado

You will be received with open arms if you are trained in Accounting

Stop worrying about security for the rest of your life!

Be a trained Accountant

Learn in your spare time at home. You'll be welcomed into a high-pay field where there are more jobs than there are people to fill them.

THE demand for trained Accountants far exceeds the supply. Salaries keep going higher, promotions come faster. Many Accounting-trained men are being moved up to important management positions. Why remain in a job with an uncertain future when you can earn such big rewards in money, prestige and assured security?

You can take LaSalle Accounting training at home, in your spare hours, without any previous bookkeeping experience. LaSalle's distinguished faculty starts you at the beginning; explains every basic Accounting principle and method; gives you actual Accounting problems with your lessons, then corrects and grades your work; shows you exactly how accountants on the job handle these problems. Your training is complete, practical and enjoyable. You are thoroughly prepared for the Accounting tasks you will be expected to handle on the job.

Your career could not be in more experienced hands. For over half a century, LaSalle has been a world leader in business training, with over 1,000,000 students enrolled. A LaSalle diploma in Accounting is a credential respected by employers.

Send for free booklet and sample lesson

If you are truly seeking a more rewarding job, with higher pay, a solid position in the business world and all the good things that come with success, you owe it to yourself to read LaSalle's famous booklet "Opportunities in Accounting." With it you will receive a free sample lesson in Accounting which will demonstrate how LaSalle makes home study easy, interesting and thoroughly practical. Mail coupon to LaSalle, 417 S. Dearborn, Chicago, Illinois 60605.

LA SALLE EXTENSION UNIVERSITY

A Correspondence Institution

417 S. Dearborn, Dept. 48-061, Chicago, Illinois 60605

185

Please mail me, free of cost or obligation, your illustrated booklet "Opportunities in Accounting" and also your sample lesson.

Name ..... Age .....

Address ..... County .....

City & State ..... Zip No. .....

Occupation ..... Working Hours .... A.M. ... P.M.

Canadian residents, write: LaSalle, Box 1001, Montreal 3, Quebec

Louisville & Nashville crew enlarges tunnel that was bored through solid rock over a century ago near Cowan, Tenn., 62 miles north of Chattanooga. The men drilled the ceiling before placing dynamite. Believe it or not, Edison Thomas (see page 28) used only one No. 5 flash bulb for this unusual photograph.

THE MAIL CAR

where editors and readers meet

THIS month's cover photo shows Gainesville Midland No. 209, a Baldwin 2-10-0, in freight service between Gainesville and Athens, Georgia. This service was ended in June, 1959, when the Seaboard Air Line took over the Midland and dieselized it. The picture was made in May, 1958, by John Briggs, 158 N. Maple Ave., East Orange, N.J. 07017, a member of the Railroad Enthusiasts and the Rocky Mountain Raiload Club.

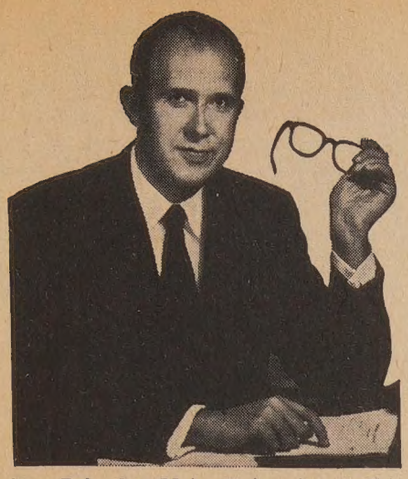
"The Midland ran one or two freights a day," he writes. "The caboose came from the Lackawanna. I last saw the 209 about four years ago on display near the Gainesville station and I assume she is still there."

John has been fascinated by railroads ever since he got his first toy train set as a small boy. He is a professional photographer, so naturally he has taken a great many train pictures. Modelmaking also interests him. In the 1950's he began to make sound recordings of steam-powered trains and helped to found North Jersey Recordings, a company which produces and sells high-quality railroad records. He and Gordon Roth are partners in this enterprise, which has turned out ten 12″ lp's and two 7″ records. All but one band on No. 1134 are John's recordings. ●

MEXICO is still using some steam power, reports Virgil C. Staff, president of the Pacific Locomotive Association, 1700 Sonoma Ave., Berkeley, Calif., returning from a visit to that country.

"NdeM has 30 to 35 narrow-gage steam locomotives on one division and is operating 47 standard-gage steamers elsewhere," he writes. "The standard-gage roster comprises one Mountain type, 32 Niagaras, 12 Mikados, one 12-wheeler, and one Consolidation. The Niagaras work between Mexico City in the south and Irapuato and Escobedo to the north. About 8 steamers are usually kept at Irapuato, 4 or 5 at Escobedo. These standard-gagers should continue to run through 1966.

"Niagaras move northward through the town of Tula, which is famed for its



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams, Chicago, Illinois 60603. No salesman will call.

DON BOLANDER, Career Institute, Dept. 4-K, 30 E. Adams, Chicago, Ill. 60603
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

gigantic, ancient, human statues and a small museum, and south through Teocalco. Any steam fan desiring a show should go to St. Nicholas, which uses steamers as helpers on the grade which begins to the north of the town.

"The President of Mexico has forbidden photography at the Valle de Mexico roundhouse, but you can still find sufficient steam elsewhere on the division to make a trip to Mexico worthwhile. Since July all standard-gage NdeM passenger trains and regular freights have been powered by diesels. Steamers wheel 12 extra freights a day, half a dozen of which can be photographed because they come in daylight hours." ●

IF I knew a suitable railfanette who would marry me." writes Ed McLaughlin, 3512 Rashti St., Forth Worth, Texas 76109, "I wouldn't be 23 and still single." (Girls, here's your chance!) "I'm leaving November 1st for Guatemala to photograph steam power. Any fellow who wants to go along, let me know."

John W. Barriger of Los Angeles, son of the M-K-T president with the same name, has just been named superintendent of transportation for the Santa Fe Railway at Chicago.

"The Dan Patch Line story in your August interested me," writes Emeline Wood, P.O. Box 613, Los Gatos, Calif., Calif., "because my father as a blacksmith shod some famous horses, including Dan Patch and the Nancy Hanks for whom a Central of Georgia fast passenger train was named."

A railroad terminal supervisor, recently retired and now living in Richmond, Va., who didn't sign his letter, says he started railroading in 1919 as a direct result of reading our magazine. He says he liked very much our recent August feature on Grand Central Terminal and suggests that we run a comparable feature on St. Louis Union Station. If he reads these words, he will know that our Feb. '47 issue carried such an article, written by Freeman Hubbard.

Information about Samuel Wm. Lowther is wanted by his grandson, J. L. Lowther, P.O. Box 212, Holdenville, Okla. That man was a locomotive engineer out of Columbus, O., in the 1860's; he became disabled by a stroke in his cab and died about 1903 at the old Engineers' Home, Highland Park, Ill. He had two sons; J. L. wants info. on them also.

Discontinuance of the Reading's Iron Horse Rambles because the company can't afford the cost of overhauling their two remaining T-1's prompted F. W. Lustgarten to suggest that a group be formed to raise the $200,000 needed to keep those two steam engines alive. This public-spirited fan, who lives at 298 Centennial Ave., Roosevelt, N.Y. 11575, offers to donate $100 to such a fund and wants to hear from readers who favor such a campaign. ●

COFFEE mugs on which are painted the name of the Carroll Park & Western Railroad have been issued to commemorate the Golden Spike ceremony on this new tourist-attraction line last July 4th. The railroad operates at Bloomsburg, Pa., on Route 11 between Harrisburg and Scranton. These mugs are sold at the CP&W gift shop in Bloomsburg or by mail at $1 postpaid. Six assorted CP&W postcards in color may be purchased by mail for 25¢ plus a self-addressed stamped envelope.

C. C. Stahl is president of the line. The CP&W, billed as America's only 4-foot-gage passenger railroad, has some very interesting equipment on display: a Climax, a 2-4-0, a Pennsy business car, the first executive car to be air-conditioned, etc. There is also a museum.

IT'S HERE!
IN ANSWER TO YOUR THOUSANDS OF REQUESTS!!

VOLUME TWO

VOL. II $4.79

Another fantastic collection of railroad sounds during the era of the "twilight of steam". More than eight different railroads, ten locomotives, all brand new recordings, never before heard on record. Stereo/monaural quality consistent with the high standards established by the staff of Mobile Fidelity Records.

Be trackside with us as Kentucky & Tennessee Mikado #12 emerges from the east portal of a tunnel, fighting a 4% grade. Or, how about a ride on the tender of the Decapod or D. M. & I. R. 2-10-2. Plus thirty more minutes of great entertainment that will recall many fond memories! Only $4.79 ea. post paid

ALL PRESSINGS ARE MADE OF 100% ANTI-STATIC POLYMAX for longer life, playback brilliance unequaled anywhere in the world, and factory clean pressings that will remain so for life.

...AND VOLUME ONE IS STILL AVAILABLE

BONUS OFFER: WHEN YOU ORDER VOLUME II at regular list price of $4.79 . . .

VOLUME ONE is only $2.00

VOL. I $4.79

THAT'S RIGHT; ORDER VOLUME TWO NOW! GET VOLUME ONE FOR ONLY $2.00.
THIS TWO VOLUME RECORD SET IS A MUST FOR EVERYONE WHO LOVED AND KNEW THE IRON HORSE.

(Ron Ziel's best selling book, "The Twilight of the Steam Locomotives is still available upon request at $5.95 per copy, postpaid.)

FREE 1965-66 CATALOG UPON REQUEST. CONTAINS COMPLETE DESCRIPTIONS ELEVEN RAILROAD ALBUMS.

...AND THAT'S NOT ALL

ALL ORDERS RECEIVED PRIOR TO DECEMBER 31, 1965 will automatically receive FREE OF CHARGE this GIFT BONUS

THE CHOO-CHOO TRAINS
(regular price $1.00)

EP I $1.00

Act now, put your fall gift chores away and order today. You can't beat this combination for value.
A $10.50 package for $6.79
VOLUME II = $4.79 ea.
VOLUME I = $2.00 EP I FREE
POSTPAID (Calif. residents add 4% tax)
Note: VOLUME I and II are 12" L.P. albums, 33⅓ rpm, stereo/monaural.
EP I is a 7" 45 rpm extended play disc with 13 minutes of playing time.
RUSH YOUR ORDER TO:

MOBILE FIDELITY RECORDS
P.O. Box 336
Burbank, California 91503
(213) 848-5367

New Rubber Stamp Business Pays Beginners UP TO $9.20 an hr.

Start at home in spare time with this little table top machine

The multi-million dollar Rubber Stamp Business—once controlled by a few big companies—is now being taken over by small home operators—one in each community throughout the U.S. Men and women who have this inexpensive machine can turn out huge quantities of Rubber Stamps with special wording that buyers once were forced to order from big cities. Material costing only 27c makes a stamp that sells for $1.80. The machine that does the work is simple and easy to operate and it turns out as many as six Rubber Stamps at a time each with different wording such as names, addresses, notices, stock numbers, prices and other "copy" needed by offices, factories and individuals.• Working full capacity, it can earn as much as **$9.20 an hour for the operator!** Now you can get into the big-pay business yourself, with your own home as headquarters. You don't need any experience. We supply everything, including complete instructions and eight ways to get business coming in fast. Start making up to $9.20 an hour from the very beginning. Cash in on the profitable Rubber Stamp business in your community right away.

WE HELP FINANCE YOUR START IN BUSINESS

TAKES UP ONLY 2 SQUARE FEET OF SPACE

● Read the complete and fascinating Rubber Stamp-story in a big 110-page Book. Learn how we even help finance your start. The Book is profusely illustrated with more than 100 pictures and photographs. *And you can read it for a full two weeks without risking a penny of your own money!*

NEW WARNER SUCCESS PLAN

Here's what the new WARNER PLAN Tells You about Making Money with RUBBER STAMPS

1. **HOW TO** have fun ***now*** and at the same time provide for a secure and prosperous ***future.***
2. **HOW TO** check the advantages of operating a Rubber Stamp Business in your own community.
3. **HOW TO** acquire a general knowledge of the business based on a brief history of the Rubber Stamp.
4. **HOW TO** visualize the scope of the Rubber Stamp market.
5. **HOW TO** make a Rubber Stamp (general outline).
6. **HOW TO** assess the value of Warner Equipment.
7. **HOW TO** get acquainted with the "Tools of your Trade."
8. **HOW TO** make a Rubber Stamp (Specific procedure).
9. **HOW TO** mount a vulcanized Rubber Stamp.
10. **HOW TO** make "Special" Rubber Stamps.
11. **HOW TO** cut plastic Matrix Board for the chase.
12. **HOW TO** get the right price for the Rubber stamps you make.
13. **HOW TO** price your complete Rubber Stamp Line.
14. **HOW TO** figure costs so you will be sure of a substantial profit on all the work you turn out.
15. **HOW TO** set up your workshop.
16. **HOW TO** get the most out of Warner's "Eight Tested Sources for Getting Business."
17. **HOW TO** operate at peak efficiency when YOU ARE YOUR OWN BOSS.
18. **HOW TO** get started on a cash outlay so small that *you can get back your entire investment inside of two weeks.*

110 PAGES MORE THAN 100 PICTURES

●

Now Ready to Mail Tell Me Where to Send Your Copy

***See* COUPON**

Tells How to Build — Step by Step — to Big Profits and Personal Independence

Read This Plan for Two Weeks ENTIRELY AT MY RISK!

In this amazing Plan you will find exact and detailed instructions for starting a Home Business in spare time—without giving up your present job and without risking the loss of a single pay check. The Warner Plan shows you—with pictures, photographs and drawings—just how to make Rubber Stamps just as good as those turned out by the big companies. It shows how to get orders **without canvassing or house-to-house selling.** It shows you how to expand, how to get others to work for you and how to be SURE of at least twice the money you make on your present job for a life of personal independence.

But don't make any decision now. Read the Plan first—entirely at my risk. Then—after you have made a careful investigation—after you have talked things over with your family—only then do you decide what you want to do.

The thing to do now is to get full details which I'll send you FREE. No salesman will call to urge you to buy anything. Mail coupon today—or just send a postcard—and I'll see that complete information goes out to you by return mail—postpaid.

RUBBER STAMP DIVISION, Dept. R-7-MW
1512 Jarvis Avenue, Chicago 26, Illinois

RUBBER STAMP DIVISION, Dept. R-7-MW
1512 Jarvis Avenue, Chicago 26, Illinois

Send No Money

Please rush full particulars. Tell me about your financing plan and about the little machine that can get me started in the profitable Rubber Stamp Business at home in spare time. Everything you mail me is FREE. No salesman will call.

NAME_____

ADDRESS_____

CITY_____ ZONE____ STATE_____

The whole setup is worth going many miles to visit. The train operates Saturdays and Sundays until November 1. ●

IS the *California Zephyr* doomed? A serious threat of discontinuance hangs over this elegant train, which runs between San Francisco (Oakland) and Chicago. The train is operated by three railroads. Between Chicago and Denver, it is run by the Burlington; between Denver and Salt Lake City, by the Denver, Rio Grande & Western, and between Salt Lake City and San Francisco, by the Western Pacific.

It is from the Western Pacific that the threat comes. The WP is far from reconciled to the train's poor earnings on its line. A survey made recently showed that the *Zephyr,* now the WP's only passenger train, was mainly a through train and provided little local business for that carrier. ●

NORFOLK & WESTERN is probably unique in that for years passenger trains 21 and 22 on the original N&W system have been operated between Norfolk and Richmond via Petersburg, carrying a New York-Norfolk sleeper, under the name of the *Cannon Ball*—at least that name was used in *The Official Guide* as recently as Oct. '64. This information comes from J. L. Smith, 914 N. Main St., North Canton, Ohio, who adds:

"Since the Atlantic Coast Line carries that train from Petersburg to Richmond, I am sure that the poem quoted at the end of Gustav Frank's article in August *Railroad Magazine* refers to the N&W-ACL *Cannon Ball.*

"However, the current *Official Guide* reveals that this train has lost its original name. The only *Cannon Ball* now operated by N&W is the one formerly called the *Wabash Cannon Ball.*" ●

RESUMPTION of daily passenger service on the Florida East Coast Railway was carried out on a small scale August 2 for the first time since the line was struck in January, 1963, by 11 nonoperating unions. The resumption had been ordered by the State Public Service Commission of Florida and by the Supreme Court. FEC began limited freight operations shortly after the strike, using supervisory and non-union personnel to run the trains, and has had to contend with considerable sabotage.

Long as it has been, the FEC strike is not the longest in the history of American railroads. A strike on the old Atlanta, Birmingham & Atlantic Railroad lasted from March 5, 1921, until it was called off Aug. 12, 1929. Among other lengthy strikes involving the Brotherhood of Locomotive Engineers were those on the Western Maryland, lasting from 1925 to 1944; the Bangor & Aroostook, which began in 1913 and ended in 1925; the Virginian, 1923 to 1930; Toledo, Peoria & Western, 1922 to 1929; the Fairport Painesville & Eastern, 1935 to 1939; and a lockout on the Denver & Salt Lake that began in 1931. ●

QUERIES as to what the Pennsylvania Railroad intended to do with its $18.3 million investment in Florida real estate have been answered as follows by Stuart T. Saunders, PRR chairman: "We don't intend to do anything with our acquisitions. The move is simply an investment."

The move, in which the Pennsy purchased 51 percent of the stock of the Arvida Corporation, a Florida real estate developer, opened speculation on what the railroad intended to do with the 100,000 acres of real estate it now owns.

What would a railroad do with the Palm Beach Hotel, a rocket-fuel contracting station, and a mile of ocean-front property?

Mr. Saunders explains: "The purchase of Arvida is a move to bring greater returns to our stockholders. A railroad is restricted as to what it can do by the ICC and other such agencies. To get around this we have a diversification program to broaden the fact of our earnings." ●

BRIEFLY SPEAKING. Next month we will run present-day locomotive rosters of the Santa Fe and Montana shortlines. In January: the B&O and Wisconsin shortlines.

The new Milwaukee Road passenger station recently put into service at Milwaukee, Wis., is one of the very few major railroad terminals built in years.

A trucker was moving a house in Florida. As he crossed the Atlantic Coast Line at Callahan he was daydreaming or something, and the eaves of the house tangled with the crossing signals just as a passenger train rounded a curve, a mile down the track, at 79 mph. The engineer saw this house astride the track and slammed on the brakes, but it was reduced to splinters. The owner of the domicile sued the trucker, and in turn the trucker sued the railroad. But the ACL brought a counter-suit and won $3,000. Even the house owner was awarded $1,650. This time the trucker had to pay. ●

DISCONTINUANCE of Pennsy trains 580 and 581, which ran between Emporium and Erie, leaves northeastern Pennsylvania towns without passenger-train service, laments Dennis Shaffer, R.D. 4, Bloomsburg, Pa.

"Many travelers remember this train," he says, "for its wonderful scenery but most of all for the doughnuts and coffee it served free to passengers from Ridgway to Erie. This friendly service dated back to the mid-1950's, when the dining car was taken off. On its last run, March 27th, the train was filled to the vestibules. It carried two sleepers, the *John Greenleaf Whittier* and the *James Russell Lowell,* to handle the overflow coach passengers. If the public had patronized the train on its regular trips it would never have been discontinued."

Over in California, competition between the Southern Pacific and the Santa Fe on Central Valley passenger runs is further reduced. The California Public Utilities Commission has permitted discontinuance of the SP night trains, *The Owl,* between Los Angeles and Oakland, and the Santa Fe day trains, *The Golden Gate,* between Richmond and Bakersfield.

As a condition, the commission ordered faster service by both roads on the remaining trains, and continuation of the practice of honoring each other's tickets.

Turning now to Texas, we note that A. C. Greene, editor of the Dallas, Texas, *Times,* still loves railroad trains but he rebukes certain rail managements for their lukewarm interest in passenger service. He brings up these points in describing a round-trip ride on the Burlington's *Sam Houston Zephyr* between Dallas and Houston.

Mr, Greene writes of the "magic moment" when a smooth train gets under way and "the landscape starts to slip backward imperceptibly." He finds train travel "still as exciting, safe, and satisfying as ever." But he notes that the *Zephyr* is the only passenger train running "between the two largest cities in Texas" and he charges that "too many railroads have surrendered the passenger business without firing a shot."

Columnist Winsor French of the Cleveland (Ohio) Press took a whack recently at railroads seeking to abandon more passenger runs. He called for public protests against this trend.

"Perhaps all the people who do like to travel by train are too docile," he wrote. "Maybe they should scream down the housetops, write their Congressmen, and demand more of that thing called subsidy.

"Obviously, the railroad public is still around. I know whenever I go by rail to New York, both the coaches and Pullman are always full.

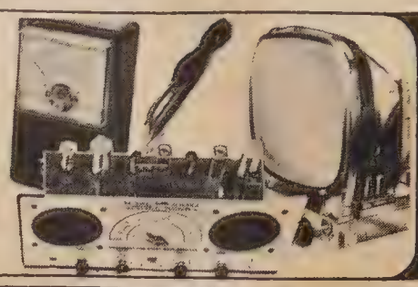
"Yet whenever I sit down and write a piece about the railroads I feel like a little boy crying in the dark. I keep feeling they are going, going, almost gone. And I am sorry for the advancing generations who will either have to explore the beautiful eastern regions of the country by bus or car, or fly over them." ●

Move Up Faster — Make More Money With N.T.S. "PROJECT METHOD" HOME TRAINING

Looking for your first real job in industry? Are you stalemated in a dead-end job? Or, are you being left behind because you're not up on new industry methods? Don't let technical progress — automation — pass you up. There's an N.T.S. Project Method training program to help you MOVE UP FASTER and MAKE MORE MONEY!

N.T.S., a leading technical school for more than 60 years, **shop-tests every lesson and manual.** Easy-to-follow lessons are fully illustrated so you can learn **fast.** Look over the big opportunity home study courses below. Choose your field! Check the coupon and mail it today! You'll soon be on your way to a high-paying new career!

ELECTRONICS DIVISION



1. Electronics-TV-Radio Servicing and Communications
2. Master Course in Electronics-TV-Radio Advanced TV and Industrial Electronics
3. FCC License Course
4. Radio Servicing (AM-FM-Transistors)
5. Television Servicing (Including Color)
6. Stereo, Hi-Fi and Sound Systems
7. Basic Electronics
8. Electronics Math

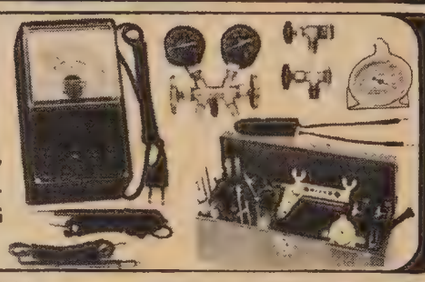
Train yourself quickly for America's "big future" industry! BIG EQUIPMENT KITS come with many of the electronics courses — at NO EXTRA COST! NO KIT DEPOSITS REQUIRED — equipment is included with your tuition.

AUTO-MECHANICS DIVISION

1. Automotive-Diesel Master Course
2. Automotive Mechanics
3. Diesel Mechanics
4. Engine Tune-up and Electricity

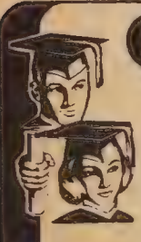
Eighty million cars and trucks need maintenance! Here's opportunity for you—in manufacturing, in sales and service — in your own auto repair business! VALUABLE TOOLS AND EQUIPMENT COME WITH ALL N.T.S. AUTO-MECHANICS COURSES! NO KIT DEPOSITS REQUIRED — NO EXTRA COST!

AIR CONDITIONING — REFRIGERATION DIVISION



1. Air Conditioning-Refrigeration Servicing Course
2. Air Conditioning, Refrigeration & Electrical Appliances Master Course

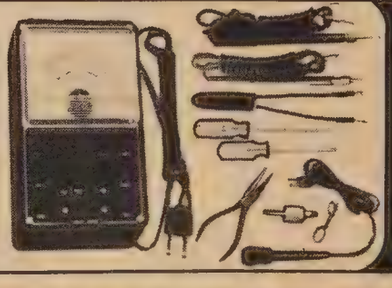
Good income in installation & servicing homes, factories, schools, hotels & motels, office buildings, stores, cars, trains, buses and in servicing electrical appliances. The trained man in these fields is in demand! BOTH COURSES COME WITH BIG EQUIPMENT KITS AT NO EXTRA CHARGE. NO KIT DEPOSITS REQUIRED.



HIGH SCHOOL AT HOME

National offers accredited high school programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and FREE catalog.

HOME APPLIANCES DIVISION



1. **Home Appliances Master Technician's Course.** Prepares you quickly for a business of your own in all phases of major and small appliance work.
2. **Home Appliances Servicing Course.** Prepares you for a part or full time job. Earn while you learn.

NO KIT DEPOSITS REQUIRED

Classroom Training at Los Angeles.

You can take classroom training at Los Angeles in Sunny Southern California. N. T. S. is the oldest and largest school of its kind. Check Resident School box in coupon for details.

SEND FOR FREE BOOK & SAMPLE LESSON

CHECK ONE ONLY

NATIONAL TECHNICAL SCHOOLS
WORLD-WIDE TRAINING SINCE 1905
4000 S. Figueroa Street, Los Angeles, Calif. 90037

YOU ENROLL BY MAIL UNDER N.T.S. "NO OBLIGATION PLAN." WE HAVE NO SALESMEN; THIS MEANS LOWER TUITION FOR YOU.

Accredited Member National Home Study Council

NATIONAL TECHNICAL SCHOOLS
WORLD-WIDE TRAINING SINCE 1905

NATIONAL TECHNICAL SCHOOLS, DEPT. 209-115
4000 S. Figueroa St., Los Angeles, Calif. 90037

Please rush FREE BOOK AND SAMPLE LESSON on Courses in the Division checked below. No obligation — No salesman will call.

- ☐ ELECTRONICS Division
- ☐ AUTO-MECHANICS Division
- ☐ AIR CONDITIONING-REFRIGERATION Division
- ☐ HOME APPLIANCES Division
- ☐ HIGH SCHOOL Department

Name_____ Age____

Address _____

City_____ State_____ Zip_____

☐ Check here if interested ONLY in classroom training at Los Angeles.

IN LESS THAN A SECOND

unexpected sickness or accident can put you helplessly in debt . . . rob you of your life's savings!

. . . DON'T WORRY ABOUT BIG MEDICAL AND HOSPITAL EXPENSES WHEN YOU ARE HOSPITALIZED AND CAN'T WORK

Service Life's new, low-cost family hospital plan

** GUARANTEED RENEWABLE
Company can never cancel
PAYS AS MUCH AS $5200 YEARLY WHILE CONFINED
* EVEN FOR LIFE!
Receive LIFE TIME HOSPITAL PROTECTION for both sickness and accident!

PAYS YOU $100 A WEEK EVEN FOR LIFE!

★ NO SALESMAN ★ NO AGE LIMIT — ★ ALL BENEFITS PAID ★ PAYS IN ADDITION TO ★ NO MEDICAL
* WILL CALL issued to age 75 DIRECT TO YOU ANY OTHER INSURANCE EXAM NECESSARY

PAYS YOU $100 A WEEK, WHICH IS $14.28 FOR EACH AND EVERY DAY YOU REMAIN IN THE HOSPITAL, EVEN IF YOUR ACTUAL EXPENSES ARE LESS! HALF BENEFITS ARE PAID FOR CHILDREN UNDER 18 AT REDUCED RATES. For example, an adult confinement of 3 years duration would provide benefits of $15,600.00.

Don't wait until unexpected sickness or accident puts your loved ones in the hospital! These expenses are now at an all-time high. Your family needs as much protection as possible. Tne tremendously high costs of hospitalization, medical expenses and doctor bills may put you hopelessly in debt. Be adequately insured.

Service Life's new low-cost plan is designed to help you get adequate protection against such misfortunes. Take advantage of this SPECIAL INTRODUCTORY OFFER! Service Life's FAMILY HOSPITAL PLAN helps ease your financial burden with ready cash — even for life while hospitalized . . . ready cash that is PAID DIRECTLY TO YOU in addition to any other coverage you may have.

WHY THIS SPECIAL OFFER IS MADE

Since we employ no salesman, we use this means to introduce this outstanding offer. We are willing to risk the initial expense in making this SPECIAL OFFER so that you can see for yourself how good this low-cost policy is, and that you will want to keep it in force as so many others have done.

WHY THESE PREMIUMS ARE SO LOW

You deal directly with the home office. We have no collectors' or branch office expense. Costs are reduced to a minimum. Savings are passed on to you in the form of lower premiums.

WHY CLAIMS ARE PAID FAST

Dealing directly with the home office speeds claims. There are no branch offices, which adds to the cost of handling claims and where claims can be delayed. To file a claim, notify us in writing. Claim blanks are sent by return mail. You get fast action no matter where you live.

This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating thirty days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating 180 days after policy date.

** GUARANTEED RENEWABLE

Your protection cannot be cancelled or benefits reduced because of increased age or change in health — only you can cancel it. This policy is Guaranteed Renewable as long as the premium stated in table of premiums is paid, and even provides you with a full 31-day grace period. Premiums can only be changed when done for all policyholders in your state.

NO LIMIT ON THE NUMBER OF TIMES YOU CAN COLLECT

There are no penalties or assessments for the number of times you are hospitalized. You are paid for each covered confinement. Pre-existing conditions stated in your application and not excluded are covered after your policy has been in force for three years.

EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

NO MEDICAL EXAMINATION NECESSARY

Since you fill out a statement of your personal health and mail it to us, no medical exam is necessary. These policies are issued to persons in good health and the Company does reserve the right to verify the information on your application at its own expense if deemed necessary.

HELPS YOU GET THE BEST HOSPITAL CARE

Enter any hospital which meets minimum standards of the American Hospital Association. This does not include government hospitals, sanitoriums, convalescent homes, or similar facilities.

SPECIAL COVERAGES MAY BE ADDED

At small extra cost, you may add surgical-medical benefits; maternity benefits to cover pregnancy or its complications. For information on each, check application.

SPECIAL OFFER.. $1

COVERS YOU AND YOUR ENTIRE FAMILY FOR THE FIRST MONTH. AFTER THE FIRST MONTH, PAY THE LOW PREMIUMS LISTED BELOW.

MONEY-BACK GUARANTEE!

Actual policy is mailed direct to you. Examine it in the privacy of your home. No salesman will call. If you don't agree this policy is everything we say it is, return it within 10 days and your money will be refunded.

HERE ARE THE LOW RATES FOR EACH MEMBER OF YOUR FAMILY

EACH PERSON	Monthly
Under Age 18	$ .75
Age 18 to 39	2.00
40 to 49	3.00
50 to 54	3.50
55 to 59	4.00
60 to 64	4.50
65 to 69	5.00
70 and over	7.10

FILL IN AND MAIL TODAY! *Takes only a minute*

SERVICE LIFE INSURANCE COMPANY OF OMAHA, Dept. D-81
1904 Farnam St., Omaha, Nebraska 68102

Enclosed is $1.00 for one month's insurance. I hereby apply for a FAMILY HOSPITALIZATION POLICY for myself and those dependents, if any, as shown below.

Full Name of Applicant _____ Sex __

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Policy for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.							
2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes_____No_____If the answer is yes, please give details _____

3. What other Hospital insurance do you carry? _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this _____ Day of _____ 19__

SIGNATURE _____

(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐
Adult Benefits for Children ☐ Maternity Benefit Rider ☐

Photos of the Month

Los Angeles Herald Examiner

One of the passengers who regularly uses Angels Flight Railway in Los Angeles is this secretary, Mrs. Maci Alexander. She pays a nickel to ride down to Hill Street and, she comments, "It saves me a lot of time." (Turn to page 38 for details.)

Baggage car, postal car, and coach—a modest consist on the well-remembered New York, Ontario & Western.

Photograph by R. R. Malinoski

Norfolk & Western Alco Century 425's Nos. 1001 and 1003 on the Wabash at North Kansas City, Missouri.

J. M. McMillan, 721 Polk, Topeka, Kansas 66603

Stan Pierce, the Lehigh & Hudson River operator at Andover Junction, N.J., hoops up a train order to a fellow on the rear caboose platform of a northbound freight.

William R. Wright (ACL cashier in New York), 34 Beech Street, Cranford, N.J.

Jim Brown, 360 Manor Road East, Toronto 7, Ont., Canada

Canadian Pacific No. 257 (4-6-4) with a fantrip sponsored by the Upper Canada Railway Society on June 6, 1960. This train ran from Toronto to Port McNicoll, Ont., on Georgian Bay, CP's last steam operation out of Toronto. Photo was made at Fesserton, Ontario.

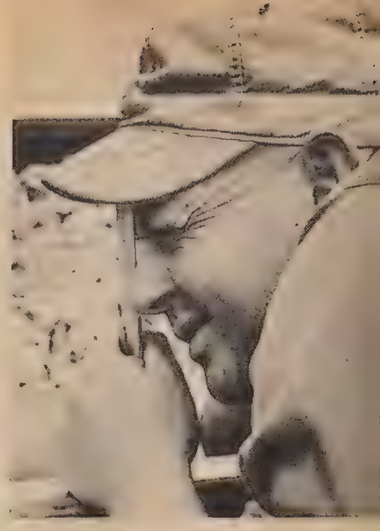
Oneonta, N.Y.: Inside old D&H caboose in which the BRT was founded. Huge overhead spool holds line which, at night, was attached to bell in engine for communication.

(Below) Among the few coal-burning steam locos still operating on our continent is this one, No. 3522, in the Manitoba and Saskatchewan Mine at Coalfields, 15 miles east of Estevan, Saskatchewan.

Gordon D. Knight, 937 Valley St., Estevan, Sask., Canada

Replica of the antique railroad coach in which Thomas Edison as a boy worked nearly a century ago is now on display at The Henry Ford Museum at Greenfield Village. The entire train was last used on the 50th anniversary of Edison's greatest invention, the electric light.

Courtesy of The Henry Ford Museum, Dearborn, Michigan



L. D. Brown, Rock Island ex tra gang foreman, sights dow rail and signals to raise track i flood-control, Muscatine, Iowa

Ed Wojtas (CRI&P

Ron V. Nixon photo, courtesy of Northern Pacific Ry.

To the Orient
Victoria
BELLINGHAM
Wickersham
Sedro-Woolley
Rockport
DARRINGTON
EDGECOMB
Hartford
Snohomish
EVERETT
WOODINVILLE
SEATTLE
Bremerton
TACOMA
Hoquiam
Aberdeen
Markham
Cosmopolis
SOUTH BEND
Hammond
Warrenton
ASTORIA
Gearhart
Seaside
Kasiey
Wilksboro
Forest Grove
McMinnville
PORTLAND
Tualatin
W. Woodburn
Salem
Orville
Sidney
Idanha
Corvallis
Yaquina
ALBANY
Dollar
CENTRALIA
CHEHALIS
GOLDENDALE
PORT
Yacolt
Orofino
Marcus
Rexford
Grand Coulee Dam
Coulee City
Wilbur
Davenport
Reardan
Medical Lake
SPOKANE
Pullman
Moscow
Arrow
GENESEE
COEUR D'ALENE
BURKE
Wallace
Kellogg
Mullan
Headquarters
Kamiah
Kooskia
STITES
Orofino
Lewiston
GRANGEVILLE
Clarkston
Pleasant View
SNAKE RIVER
Dayton
Walla Walla
Athena
Pendleton
New Meadows
La Grande
Baker
Joseph
Prairie
Prineville
Redmond
Huntington
Brogan
Weiser
Ontario
Boise
Snake
Yakima
Ellensburg
Kittitas
Cle Elum
Roslyn
Ronald
Easton
Thorp
Vantage
Beverly
Othello
Ritzville
Sprague
Eleanor
Lind
Hatton
Connell
Adrian
Wheeler
Warden
Odessa
Harrington
Wilbur
Creston
Almira
Coulee City
Grand Coulee
Dam
Electric City
Bridgeport
Brewster
Pateros
Methow
Twisp
Winthrop
Mazama
Loomis
Oroville
Molson
Chesaw
Curlew
Republic
Kettle Falls
Northport
Metaline Falls
Newport
Usk
Cusick
Ione
Colville
Chewelah
Deer Park
Elk
Fairfield
Rockford
Latah
Tekoa
Palouse
Uniontown
Colfax
Endicott
Steptoe
Garfield
Albion
Genesee
Troy
Kendrick
Juliaetta
Kamiah
Lenore
Culdesac
Craigmont
Nezperce
Lapwai
Spalding
Orchards
Kamiah
Kooskia
Stites
Grangeville
Headquarters
Mullan
Wallace
Kellogg
Coeur d'Alene
Rathdrum
Hayden Lake
Post Falls
Spirit Lake
Athol
Sandpoint
Priest River
Laclede
Bonners Ferry
Kootenai
Porthill
Metaline
Ione
Usk
Cusick
Newport
Northport
Republic
Curlew
Chesaw
Molson
Oroville
Tonasket
Riverside
Omak
Okanogan
Malott
Brewster
Pateros
Methow
Twisp
Winthrop
Mazama
Loomis
Electric City
Grand Coulee
Dam
Coulee City
Wilbur
Davenport
Reardan
Medical Lake
Cheney
Spokane

March 9 (Saturday)

It is 3 a.m. The road foreman wants our steamer inspected in the shops, so I hit the sack for a while. At 6 a.m. I am shaken out of a sound sleep by a switcher grabbing the two engines, the Mike and the diesel, and hustling us to the roundhouse. NP inspectors look for the date of the 2-8-2's last air inspection, find it was 8/30/55, and wonder what else we have that is outdated. One old-timer installs a set of shims on the left main-rod brass and shows me how to do the side-rod brasses. He also gives me a good education in oiling the wedges and other running gear.

Photo by William K. Viekman

James I. Gertz on the locomotive he owns personally, a Shay, also No. 2.

Locomotive No. 2 is coupled onto a trans-Cascade schedule in the afternoon, but not a wheel turns until 8:30 p.m. Meanwhile, I have a "set-to" with the yard crews. I was told that the Mike would be next to the caboose. Instead, they hang ten cars between and then lecture me on safety. They neither like that old air date nor trust the steamer's brakes.

After making a few oil and grease stops while going up the Cascades, I ask the road foreman to look over the engine so I can grab some shut-eye.

March 10 (Sunday)

Arrive in Yakima. The rods are still running hotter than desired but that coolant is very effective. Thereafter, a stop every 25 miles to turn down the grease plugs becomes standard—to the disgust of train crews.

At Pasco they start to put the job over the hump. When it looks as if the 2-spot also will be sent over, I get a little panicky; but instead they set us on the caboose track. To put her over the hump would raise havoc with those 6" wide tires. The two center tires, being blind, are 6⅞" wide, so the yard retarders could loosen or damage them.

Next morning's Spokane local hasn't been scheduled yet. So for the third night I sleep in the steam locomotive, this time inside the Pasco roundhouse.

March 11 (Monday)

9:30 a.m. Everything is checked. Oiling accomplished. The local pulls out of Pasco with our Mike coupled to the caboose.

Near Mesa, Wash., we hear a pounding, as if a rod brass is loose or broken. Before we can stop, two sections of the left crosshead shoe take to the weeds. The left front crosshead guide bolt is stripped, dropping the front of the lower bar down on the piston-rod packing housing and letting the whole mess flop until the shoe, or gib, is broken in three pieces.

It consumes time, but we get her onto a siding and call the Pasco roundhouse crew. This isn't guaranteed to make friends, but they take what they need and make some new bolts.

March 12 (Tuesday)

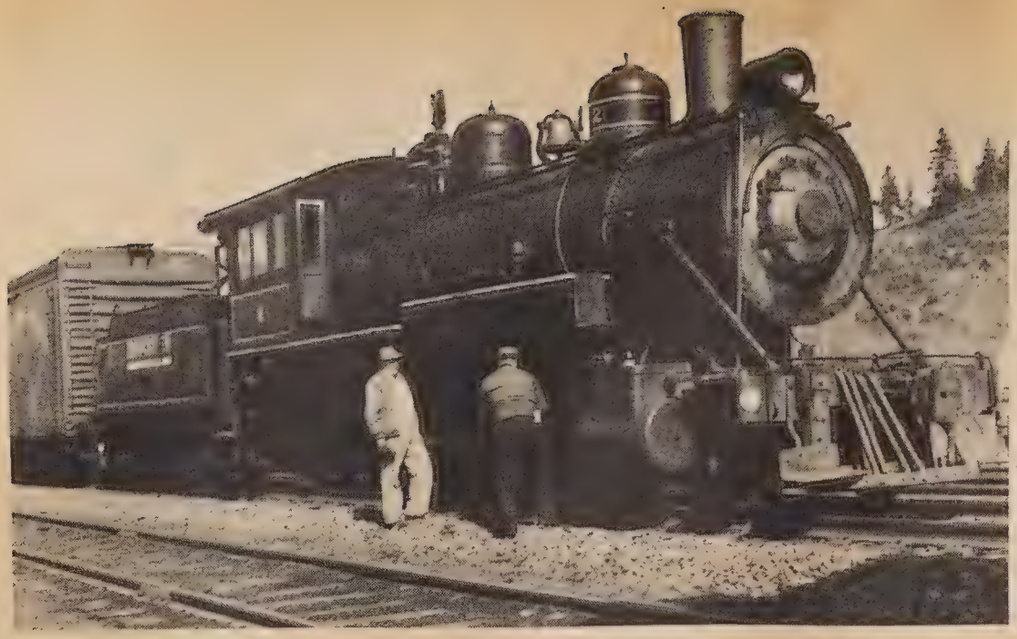
We are in running shape again, but since no local is due by Mesa until Thursday we can't do a thing but sit there and wait.

March 14 (Thursday)

8:30 a.m. The NP local arrives and its crew beholds a well-checked-over 2-8-2. Then, despite all that examination, trouble comes from behind. The long air-hose on the diesel is much too long for the tender's train-line. All goes smoothly until they try to pump off the brakes. No release!

The Pasco shop crew is coming. You can tell by the blue haze of cuss words preceding their truck. After much deliberation and a new sleeve bracing the train line, we get under way again. I ride the steamer with a fusee in my hand all the way. Other than the usual hot rods, there is no more trouble.

A light snowstorm is whitening the Spokane yards as we pull in about 11 p.m. I sleep in the cab, disturbed occasionally, as before, by people trying to open the door to see what it looks like inside. I suppose this will keep up all the way to Marquette. When the door isn't locked, they manage to see



Gertz oils around ex-Rayonier 2-spot in an early morning stop at Plains, Montana, while Bud Cain, Northern Pacific road foreman of engines, looks on.
These two photos by Ron V. Nixon, 2004 Wylie Ave., Missoula, Mont.

NP diesel locomotive GP 560 at Plains couples into the Mikado en route to freight and passenger service on the Cadillac & Lake City. (Below) The 2-8-0 at Paradise, Mont. She was originally Saginaw Lumber No. 2, then Rayonier 2.

me, with bags under my eyes and a 24" pipe wrench in one hand, muttering "get lost!"

March 15 (Friday)

Out of Spokane at 8:30 a.m. Snow is still falling. The ride across the Montana state line and into Thompson Falls is uneventful. I enjoy the comfort of the caboose until we reach Thompson Falls at 10 p.m. and then I hit the white sheets in a soft hotel bed.

March 16 (Saturday)

It feels good to wake up without having to untangle my feet and sleeping-bag from the Johnson bar rack and air piping. The sun is shining. While a crowd admires the 2-spot, a local for Paradise couples her into its consist. Not a bad way to begin a day. Yard crews are fed up with chasing kids off the Mike. At length I find a solution to that problem. By rubbing my greasy gloves, I leave a nice deposit of black oily goo on the handrail. That will probably work fine for the rest of the trip.

March 18 (Monday)

En route from Paradise to Missoula through the cold mountains, snowflakes drift by the crummy's window, but it is warm inside. The conductor is there, too, ready to stop the train for the ritual

Photo by William C. Viekman, P.O. Box 2, Ft. George Station, New York, N.Y. 10040

of screwing down the grease plugs. She keeps fairly cool and the 25-mile stops for lubrication find us in good shape.

We roll into the Missoula yards around 7:30 p.m., but by the time No. 2 is put into the roundhouse and the list of possible trouble spots checked and oiling is finished it is 11 p.m. I head for a laundromat to wash my traveling duds. They need it after fifteen days of grease and grime.

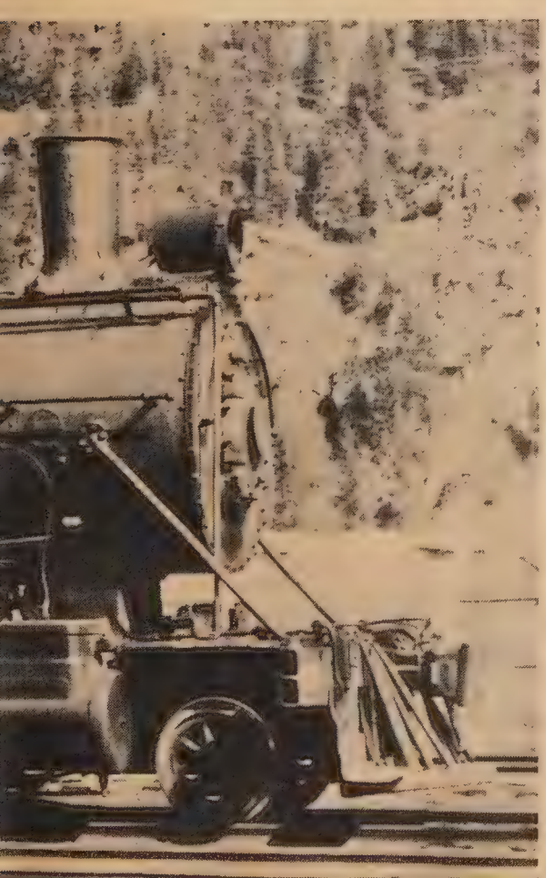
March 19 (Tuesday)

Somewhat cold and dark. Nevertheless, determined steam fans in automobiles follow our train through the pass out of Missoula as far east as Drummond. There the local has to make a five-hour side trip to Philipsburg, leaving the 2-spot behind.

March 20 (Wednesday)

Reach Butte at 2 a.m. The yardmaster reports that departure is scheduled for 10 a.m. This gives me just under eight hours in a local hotel. By this time all I am looking for is the next division point, just to be that much closer to Marquette, Michigan.

We leave Butte at noon for the most scenic portion of the Northern Pacific. How enjoyable it is to gaze far down the valleys from towering heights! With no troubles encountered, the 2-8-2 reaches Livingston at 7 p.m. and is set off in front of the old depot there.



Jim Gertz examines the Mikado's two "blind" drivers, which were quite unusual.
Photograph by Ron V. Nixon

March 21 (Thursday)

Due out at 4:30 p.m. Plenty of time for sightseeing and monkey-wrenching on the old Rayonier steamer. I am tempted to stop writing this diary; so many events and scenes are repetitious. Each town is just another stepping stone to our ultimate goal.

March 22 (Friday)

Nothing goes wrong between Livingston and Laurel. I get a little shut-eye in a Laurel hotel.

March 23 (Saturday)

Awakened at the ungodly hour of 3 a.m. by a roundhouse foreman who wants a list of the Mike's "troubles" before he checks her over. Great! Later, she is just emerging from the roundhouse when I get to the yards after the gray sunrise. I learn from the checkup that it is useless to keep the side rods up. The wear plates between the axle boxes and wheels have worn so badly, even with grease, that the lateral play is knocking the brasses out.

At this point a local newspaperman comes to photograph both the engine and her caretaker. Result: a long-faced messenger in the news. The wear plates could give you ulcers and nightmares, although unnecessarily, for the ride from Laurel to Forsyth is free of difficulties. The mains are still running warm but the side rods give us no trouble.

The shop foreman at Forsyth tells me to add steam-cylinder oil or valve oil to the main journals with the hot box coolant. This formula turns out to be a total success, making the crank pins as slick as glass. Three-day layover in Glendive, Montana. Our engine goes to the roundhouse for monkey-wrenching. Two days of much needed rest for me.

March 26 (Tuesday)

A local train takes the Mike and me to Dickenson, N.D., for another two-day break. By this time I have a throat infection and am glad for the stop.

March 28 (Thursday)

Three more NP divisions, a few Soo Line locals, and the job will be done. From Dickenson to Mandan, N.D., the mains run a little hotter than usual, so valve oil has to be applied generously. This calms everything but the crew's jitters. Running a bit late, the men worry about a passenger train overtaking them. To hold it up would be unpardonable.

Not more than 40 miles from Mandan, the wind starts to blow, raising enough sand to dull the visibility and

make our crummy sway. CTC and semaphores aside, I am worried, too. However, we clear the last main-line switch into Mandan—just six minutes before the *North Coast Limited.*

March 29 (Friday)

After sleeping rather fitfully in the caboose I arrive at Jamestown, N.D., at 8 a.m. in a swirling dust storm. A check at the yard office finds us scheduled out shortly after high noon, so I go back to my engine for a little nourishment. I open a can of pears but before I can eat two-thirds of them the dust peppers what is left. I donate the rest to the birds.

"Jimtown" to Fargo: Everything is O.K. The 2-8-2 goes into the roundhouse for a checkup and oiling. At the yardmaster's office I get some mail which was waiting there for a few days. No one is sure when the next job will go east, but I think they will make up a special, just to get rid of the Mike.

March 30 (Saturday)

Good-bye, North Dakota! Next stop: Staples, Minnesota. One more Northern Pacific division to go. The 2-8-2 is given a good looking-over by the shop crew. Next inspection will be on the Soo Line at Superior. From Staples to Duluth is a pleasant trip. But by now the black grease from the main journals is hanging in clusters and strings from the air tanks, running boards, and every other conceivable place.

March 31 (Sunday)

Arrive in Duluth in the wee hours. Sleep in a hotel while the yard crew watches the 2-8-2.

April 1 (Monday)

In the morning the Soo Line shop foreman strolls over, checks the Mike and okays her for the transfer. The last lap is in sight, for the distance between the Northern Pacific yards in Duluth and the Soo Line shops in Superior is only about seven miles, but that trip takes eight very cold hours.

Another trip to the laundromat with greasy clothes. Then out to the Superior roundhouse by 11 a.m. I go over the 2-spot with one of the shop crew men. I let him do the work while I have bull sessions with everyone who comes along. By the time the man has all the rods greased, cellars oiled, and so on, he is sick of steam. At 3 p.m. the old Rayonier engine is towed out to the yards for the train to Marquette. We leave Superior after midnight with an unhappy train crew. The Soo Line boys don't like 25-mile stops. Rain by the bucket-full doesn't add to their joviality, but keeps the rods cooler.

April 2 (Tuesday)

Breakfast in Ashland, Wis., a bit of switching, and then on to Marquette. But near Thompson, Mich., new trouble develops. There is only an inch or two of the 2"-diameter pin in the coupler shank, with the weight of the engine, ten empty cars, and the crummy on it. At a small garage nearby I get the two pieces welded and put back into place. Just to make sure they stay, one of the brakemen and I wrap telephone wire around it.

About 40 miles from Marquette the pin parts alongside the weld, but the wire holds it in position. So, with a little wire and more worrying, we roll into Marquette about 4 a.m. At last!

May, 1965: C&LC No. 2 at Lake City, Mich., awaiting conductor's highball.
Photo by William K. Viekman

Governor Romney on steps of C&LC business car at Lake City, Michigan.
Photo by Wm. K. Viekman

April 3 (Wednesday)

Almost morning, but no sign of the Mikado's new owners, so we have time to catch forty winks. Around 7 a.m. a mighty clatter arises. A couple of railfans are yelling and beating on the caboose door. I let them in, to find out that they are my bosses—two "big wheels" from the Grand Traverse Northern Corporation. From the looks on their faces, they haven't slept much either, probably worrying about that coupler pin.

And me thinking I've finished my job! Engine No. 2 is in Marquette, isn't she? Final destination, however, turns out to be the Lake Superior & Ishpeming shops just outside of town. We get there before 4 p.m., and by that time everything I can think of to be fixed or checked is on paper.

The steam locomotive is no longer my worry or concern—until nostalgia grips me ten minutes later. Soon she'll have a different headlight, two single-phase pumps instead of a cross-compound unit, and a new coat of paint; but to me, and a lot of other loggers, she'll always be just old Rayonier No. 2.

Postscript

My diary was dated 1963. More than two years later, on May 22, 1965, the Mike I had shepherded eastward for 2300 miles finally went into service for her new owners, the Cadillac & Lake City Railway, pulling a special train which carried Governor George W. Romney of Michigan to a ceremonial spike-driving. •

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 *Did the Lackawanna ever operate any electric motive power other than the MU's it used in commuter service?*

Yes, indeed. It had two oil-electrics, Nos. 3501 and 3502, both 0-4-4-0 BB, and an electric switcher, No. 4001. The oil-electrics ran between the Kingsland Shops and the Hoboken and Secaucus yards, mostly hauling deadhead stuff. Built by GE in 1930, each had 43" drivers, weighed 125 tons, and rated 60,000 pounds of tractive effort. They could operate by pantograph or direct from the oil engine. Both were scrapped in 1941.

Facts on the 4001: built by GE in 1926, 36" drivers, weight 50 tons, tractive effort 28,000 pounds, 600-volt BB, used in Hoboken yards, and sold in 1942 to Shawingan Falls Terminal Railway of Quebec, Canada. We got this data from Jack Davis.

2 *I enjoyed Dennis Johnson's article, "The Railroad Named for a Horse," in your August issue. What happened to Dan Patch's private car?*

After Dan Patch died in 1916, the Elmore branch of the Chicago & North Western used it as a work car until 1951, then scrapped it. (Incidentally, Dan Patch was a pacer, not a trotter as one of our captions stated.)

3 *What is the exact wording of Rule G, which I often see mentioned?*

"The use of narcotics, intoxicants, or any beverage containing intoxicants by employes while on duty, when subject to or available for duty, or having in possession while on duty, is prohibited." This rule appears in a new revised edition of the Denver & Rio Grande Western book of rules, effective Oct. 1, 1965. All Class 1 roads have very similar versions.

4 *I read somewhere that the Duke of Wellington, who won the Battle of Waterloo 150 years ago, was indirectly responsible for the world's first fatal railway acident. Is that true?*

No. Wellington witnessed the tragedy but was not responsible. Freeman Hubbard tells the story as follows in one of his books, *Great Trains of All Time:*

Promoters of the Liverpool & Manchester, the first railway built from the start to carry passengers, bought the *Rocket* for their line and four similar Stephenson engines. One of the four, the *Northumbrian*, was driven by George Stephenson on the L&M's opening day, a chilly September 15, 1830, pulling an ornate coach decorated with red velvet and occupied by the Duke of Wellington, who had beaten Napoleon at Waterloo fifteen years before but was now an unpopular Prime Minister.

Tragedy marred the celebration. William Huskisson, a member of Parliament and former Minister in the Tory Government, was walking between the tracks to enter the Duke's private car when he stumbled and fell. Just then the *Rocket* came by with another train, crushing him horribly.

Huskisson was the first person killed by a railway accident anywhere. In an effort to save the dying man's life, Stephenson made a fast run with a special train to the nearest town, 15 miles away. He covered the distance in 25 minutes at what was then the incredible speed of 36 mph. Adding to the gloom, a mob of political opponents bearing crudely painted signs besieged the Duke's private car, hurling bricks and stones. Not until Stephenson came back with the *Northumbrian* could Wellington beat an orderly retreat.

5 *Which was the first 3-foot-gage engine to run in U.S.?*

The *Montezuma,* a 4-4-0 which arrived at Denver, Colo., July 26, 1871, for service on the Denver & Rio Grande (now D&RGW).

6 *What is the status of the proposed Pennsy-New York Central merger?*

It was recommended by an ICC examiner after many months of hearings and study but has to be approved by the whole 11-man commission before it can become effective. The two carriers are confident that such approval will come in the near future. Many questions of public interest are involved. The ICC has the final say, but the Justice Department has made some objections; there is the vexing question of what to do with the New Haven Railroad. The examiner has recommended that the Penn-Central not be required to take over the passenger business of the bankrupt New Haven, but there is a lot of pressure to force it to do so. The examiner is agreeable to the Penn-Central taking over the New Haven's freight traffic, and even operating its passenger trains but only if certain states—or some other financial setup—make up the losses incurred in passenger service.

7 *When did through passenger-train service start between New Orleans and San Francisco?*

Feb. 5, 1883, via Southern Pacific.

8 *A brief history, please, of the Kinzua railroad bridge.*

The original bridge at Mount Jewett, Pa. was started May 10, 1882, and completed in 94 working days. Like the present one, it was 301 feet high and 2,053 feet long. It contained 3,105,000 pounds of steel. The present Kinzua bridge, built in 1900, has 6,715,000 pounds of steel. When the first structure was built, it was the world's highest railroad bridge. The present one is exceeded in height by only three other railroad bridges in Burma, Chile, and Texas respectively.

Today's Kinzua bridge apparently was in excellent shape when the last railroad excursion ran there June 21, 1959. The Erie operated an 18-car train with two diesel units from Meadville, Pa., to the bridge, stopping in Jamestown to pick up several hundred railfans. Among them was Edward F. Shirley, who supplied this information. The Pennsylvania State Park Commission has since bought the bridge and is building a state park around it.

9 *How does a disabled railroad man apply for a pension?*

Contact the Railroad Retirement Board. If there is a branch office in your city, find the address in your telephone book. If there isn't, write to Howard W. Habermeyer, chairman, RRB, 844 Rush Street. Chicago, Illinois.

10 *When did the Pennsylvania Railroad operate its last steam engine in revenue service?*

December, 1957. The big system apparently has no record of the exact date, number, or other details, except that she was scrapped in May, 1960. This is very strange, in view of the fact that the Pennsy contributed more than any other railroad to the development of steam power.

The last Pennsy engine operated in revenue service but not by her owner was an 0-6-0 switcher, the 5244, Class B-6SB, built at the Juniata Shops in 1916 and leased in her old age to Union Transportation Co., a 19-mile New Jersey freight road. The 5244 made her final run in 1959, was scrapped a few months later. A beautiful color-shot of her adorned our Dec. '59 cover.

11 *Most steam locomotives had smokeboxes painted with either aluminum or graphite paint. Is it true that the aluminum paint was heat resistant? Were any other types of paint used for locomotive smokeboxes in North America?*

Walter A. Lucas, retired managing editor of the *Locomotive Cyclopedia,* supplies this answer: "For many years, smokeboxes on the forward part of locomotives were painted black. Then the fashion changed; enterprising paint manufacturers brought out heat-resisting paints such as aluminum paint, but I don't know how many roads used it. Graphite paint made by the Joseph Dixon Co. in Jersey City became popular for smokeboxes because of its toughness and durability. A later development was the use of a pigment of kerosine, and still later paint for smokeboxes was made out of ground lead taken from journal-box bearings."

12 *(a) When did New York Central open its new Syracuse station? (b) What happened to the old one?*

(a) August 29, 1962. (b) Sold to a firm which leased it to the Greyhound Bus Company.

13 *In rounding curves, how is railroad equipment built to compensate for the difference in distance traveled by the inner and outer wheels?*

This is a tough one. Tires on locomotive wheels and rolling stock are smaller at the outer edge than they are next to the flange. Coning or tapering of the wheels tends to keep the rail in the center of the tread on straight track. On a curve it also causes the outside wheel, which crowds the rail, to ride on a greater diameter than that of the inside wheel, rolling on its outer edge.

This factor accounts for only part of the difference in distance traveled by inner and outer wheels of equi-distant, rigidly-spaced or connected parts. In fact, tires and wheels are often worn so badly that they are of less diameter near the flange than they are at the outer edge. Even if kept in A-1 condition, their conicity would apply 100 percent only to curves of certain radii.

Usually, most of this difference is accounted for by "slipping." Used in a broad sense, the word applies well enough but is technically incorrect. Rotative slipping cannot occur, because if one wheel of a rigidly-mounted pair slips, the other must also—unless the axle breaks. For instance, if the inner wheel slips, the outer one cannot keep moving forward—even when you take into account the slack in driving rods and driving boxes—but must slip also.

What actually happens is illustrated by what occurs when you let a pair of wheels, rigidly fixed on an axle unattached to anything, roll around a curve. The inner wheel rolls freely enough, but the outer one tends to climb the rail, with the result that the axle is no longer straight across the track (parallel with the radius of track's curve).

In order to even it up, you either have to swing it around, using the inside wheel as a pivot, or, while the inside wheel is rolling normally, drag the outer one a little now and then to keep it abreast of its mate. It is impossible for the former to happen when the wheels are mounted on a truck or connected by driving rods of a locomotive, for in this case, if the outer wheels roll, the inner ones must also.

What really happens is that both the outer and inner wheels, whether they are locomotive drivers or truck wheels, make the same number of revolutions in rounding a curve. In addition, while the outer wheels are revolving, they are dragged a distance equal to the difference in length of the inner and outer rails of a curve. This is not mere slipping, which implies a retarding of forward motion.

14 *Why was the Camelback type of locomotive built with a cab astride the middle of the boiler?*

Because the nearer the engineer was to the front of his engine, the better view he had of the track ahead and the less smoke he had in his face. The Southern Pacific carried this principle much further by building and operating its cab-ahead steam locomotives.

15 *Will you print an old poem, "The Gila Monster Route"?*

Yes, by L. F. Post and C. Norton:

The lingering sunset across the plain
Kissed the rear-end door of an eastbound train
And shone on a passing track close by,
Where a dingbat sat on a rotten tie.
He was ditched by a shack and a cruel fate.
The con highballed, and the manifest freight
Pulled out on the stem behind the mail
And she hit the ball on a sanded rail.

As she pulled away in the falling night,
He could see the gleam of her red taillight.
Then the moon arose and the stars came out—
He was ditched on the Gila Monster Route!
Nothing in sight but sand and space;
No chance for a gink to feed his face,
Not even a shack to beg for a lump,
Or a henhouse to frisk for a single gump.

As he gazed far out on the solitude,
He drooped his head and began to brood;
He thought of the time he lost his mate
In a hostile burg on the Nickel Plate.
They had mooched the stem and threw their feet,
And speared four-bits on which to eat
But deprived themselves of their daily bread,
And sluffed their coin for "dago red."

Down by the track in the jungle's glade,
On the cool green grass, in the tules' shade,
They shed their coats and ditched their shoes
And tanked up full of that colored booze.
Then they took a flop with their skins plumb full,
And they did not hear the harnessed bull
Till he shook them out of their boozy nap
With a husky voice and a loaded sap.

They were charged with "vag," for they had no kale,
And the judge said, "Sixty days in jail."
But the John had a "bindle"—a workers' plea—
So they gave him a floater and set him free.
They had turned him up, but ditched his mate;
So he grabbed the beams of an eastbound freight,
He slung his form on a rusty rod,
Till he heard the shack say, "Hit the sod!"

Then John piled off. He was in the ditch,
With two switch lamps and a rusty switch,
A poor old, seedy, half-starved 'bo,
On a hostile pike without a show.
From away off somewhere in the dark
Came the sharp short note of a coyote's bark.
The 'bo looked round and quickly rose
And shook the dust from his threadbare clothes.

Off in the west through the moonlit night,
He saw the gleam of a big headlight—
An eastbound stock train hummed the rail;
She was due at the switch to clear the mail.
As he drew up close, the head-end shack
Threw the switch to the passing track,
The stock rolled in and off the main,
And the line was clear for the westbound train.

When she hove in sight far up the track,
She was working steam, with her brakeshoes slack.
She hollered once at the whistle post,
Then she flitted by like a frightened ghost.

He could hear the roar of the big six-wheel
And her drivers pound on the polished steel
And the screech of her flanges on the rail
As she beat it west o'er the desert trail.

Then John got busy and took the risk.
He climbed aboard and began to frisk;
He reached up high and began to feel
For the end-door pin—then he cracked the seal.
'Twas a double-decked stock-car filled with sheep.
Old John crawled in and went to sleep.
She whistled twice and highballed out,
Then were off down the Gila Monster Route.

16 *What is a brake-van and how is it operated?*

The British Railways equivalent of a caboose. Its purpose is to ensure that if a coupling should break in two or a drawbar be pulled out, the *guard* (conductor) takes care of the trailing portion and applies his hand-brake. Another of its functions is, when the train is running normally downgrade, to prevent drawbar trouble.

Says John Drayton, BR *driver* (engineman), who supplied this information, "I try to run my train without the aid of rear-end braking, just in case a man should forget to run his brake on the down grade."

Nearly all British brake-vans are four-wheelers. The former Great Western Railway of England had some with six wheels, which are now extinct. British train-running also calls for working loose-coupled, or non-vacuum, brake-fitted *wagons* (freight cars) on steep inclines such as those in coalmining districts.

On top of the incline a trainman will walk alongside the train and pin down side brakes at the driver's order. When sufficient brakes have been pinned down, the driver blows two sharp blasts on his steam whistle or diesel horn. The train is then pulled downhill. At the bottom—or before reaching the place chosen for the release of brakes when the train stalls—the driver blows two blasts, a pause, two more blasts, another pause, and two final blasts. Thereupon the guard ambles out of his little box-on-wheels to pick up a specified number of car brakes.

Modern British practice calls for fully-fitted or vacuum-piped freight cars, and incline handbreaking is no longer observed. At one time, until about 1851, some brake-vans were equipped with sandboxes and associated levers so that, should the wheels skid, a trainman could spread a carpet of sand beneath them. On the Southern Region, some electric locomotives have been converted for use as eight-wheeled vans.

"The trend on BR is to get rid of brake-vans," John Drayton tells us, "but this trend is being resisted by many employes who might lose their jobs. Three men usually work our freight trains: the driver, a fireman, and one guard. If, in future, BR stops using vans, the train guards will probably ride in the rear cabs of diesel locomotives. In such case they would be free from jobs like lighting coal stoves, trimming side and tail lamps (marker lights), and other chores connected with vanning."

As elsewhere in western Europe, where distances are short, the British van has never been the freight crew's home for long stretches of time. Therefore, its interior is much simpler than that of the North American caboose.

Tiny railroad depot and old crossing sign are still standing near Morgantown, Pa., but the railroad is gone. Margaret Nelson, of our Art Department, who took this photo, wants to know which railroad once ran there.

Running Extra

These comments on item 2 in our September department come from C. W. Rump, secretary, Board of Transport Commissioners for Canada: "The largest city in Canada with no passenger-train service is Granby, Que., population 31,463 (1961 census). Our largest town with no railroad service at all is Wabana, Newfoundland, population 8,026 (1961 census).

"Canada has other large centers of population without railway service, but they are not incorporated as cities or towns, one such center being the Air Force Base at Goose Bay, Labrador. It might also be noted that Verdun, Que., (pop. 78,317) and Dartmouth, N.S. (pop. 46,966) are incorporated cities without direct passenger-train service; but they form parts of the metropolitan areas of Montreal and Halifax respectively, which do have such service."

"My city has 102,300 population but no rail passenger service," says Avery Von Blon, Jr., Box 6422 BU station, Waco, Texas. Even larger, Corpus Christi, Tex. (pop. 167,000), has no passenger-train service, according to Chas. M. Mizell, Jr., 6623 Santa Fe Ave., Dallas, Texas.

"What is the shortest steam railroad about which a full-length, hard-cover, historical book has been written?" asks Richard H. Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111. (Probably the Mt. Washington Cog Railroad in New Hampshire, 3.9 miles long.)

Wanted by Ellis Acker, oldtime Southern Railway fireman, 615 W. 40th St., Anniston, Ala., information on the wreck of Southern passenger train No. 7 near Anniston in about 1921.

We didn't know of any Katy steam engine currently on display and we said so in our September department. However, there is one, No. 311, at the National Museum of Transport, St. Louis, Mo., according to John P. Roberts, M.D., vice-president and curator.

In our August department we said that the Paris & Mt. Pisgah Railroad was abandoned in about 1951. Stan McCarthy recalls: "I was on the property in the spring of 1956 and shot action movies of their steam engines 333 and 334. Operation of the road ended a few months later."

Short history and loco roster of Arnold Engineering Development Ry. at Tullahoma, Tenn., are wanted by Allen Parsons, 3237 Voigt Dr., Indianapolis, Ind. 46224. (This firm operates a fleet of trucks and one diesel.)

"What is the meaning of KCPSFO which I saw on a diesel unit on Midland Electric Co. tracks at Lafayette, Ill?" asks Mrs. John C. Little, 2049 N. Broad St., Galesburg, Ill.

Feather River Canyon

Commenting on the description of Feather River Canyon in our August department, Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124, tells why he thinks "the Western Pacific line through that canyon is a very difficult section of track."

"From Oroville to Portola, eastbound," he writes, "the ascending grade for the total distance of 117 miles is one percent, with 10-degree curves compensated to 8 degrees. This is one of the longest continuous climbs in the U.S., the total rise in elevation being 4629 feet. There are 385 curves and 33 tunnels.

"The line is single track, with passing sidings and eastbound (upgrade) trains of loaded refrigerator cars, the heaviest

type of traffic other than coal or ore trains. One of the Western Pacific's huge 2-8-8-2 simple articulateds of the 251-260 series (Baldwin, 1931, '38), exerting 137,000 pounds of tractive effort, could move 3400 tons over this 117-mile section at just 18 miles an hour under good operating conditions. These facts dramatically illustrate the reason for Peter Josserand's claim to the canyon's tough operating problems. Don't forget that many trains with smaller 2-8-2's, and even 2-8-0's, required helpers."

We sent a copy of the above letter to Bill Pennington, author of "I Prefer Steam" in our current issue, P. O. Box 478, Portola, Calif. Bill replies:

"I don't know where Bert gets his information, but it is reasonably accurate. However, a recent line change and the advent of the diesel make one or two of his comments obsolete. While Feather River Canyon generally is a one percent grade, it does not exceed one percent. At many places it tapers off to half of one percent. Actually it is very flat in the eastern end of Spring Garden Tunnel, and varies in percentage from there to Blairsden, about 11 miles, all of which is much less than one percent.

"The line in the lower part of the canyon has been eliminated below milepost 232 to just about a mile and a half above Oroville. The new line does not traverse any part of the canyon between this point and milepost 232. Tunnels 4 to 8 in the canyon were eliminated, but an equal number were necessary on the new line. While Spring Garden Tunnel, 7343.7 feet, used to be the longest, it now takes second place to Tunnel No. 8, which is 8856.3 feet.

"The dynamic brake has changed many aspects of canyon operation. Nowadays, the only real difficulty we face is when we have a very heavy train and only one or two units. There is not enough dynamic brake to control the train, and air must be used to a more or less degree. Often we must go out of dynamic in favor of reving the diesel engine to supply more air.

"Train Control System has helped greatly over the old train-order days; but unlike those days when one might get over a switch, TCS says, 'You have run a block and might find yourself fired.' Josserand often took exception to the way we engineers operated trains, looking with disfavor on our delaying a train on his meet. However, Josserand was in his office. He was not out on the scene, and many things came into play that he knew nothing about. The weather might have been nice at the place where he was pushing the buttons, but not up in the canyon.

"I think Josserand's claim of a tough operating problem stemmed mostly from his own viewpoint rather than an engineer's. I can well understand this during the days of train orders, especially in wartime. It was equally difficult on the men who operated the trains. Meets and the right of track were changed frequently, and at each train-order station a new set of orders was usually handed up.

"One thing that used to be considered in the steam era, but not today, is friction tonnage. Bert's mention of 3400 tons probably included 150 friction tons, or 3250 actual tons. Also, train-length has increased, which also increases friction tons and cuts the tonnage a diesel can handle.

A photo in our August issue showed a meeting of the two *California Zephyrs* in Glenwood Canyon near Glenwood Springs, Colo., not in Feather River Canyon as the caption states. Thanks for the correction, Christian Meyer.

Atlantic Coast Line Railroad

Motive power roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldrs.' Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
10-18	1000	Baldwin	VO 1000	B-B	55,425	221,700	1942	1
25	1000	Alco-GE	HH 1000	B-B	?	?	1940	2
26-43	1000	Alco-GE	S2	B-B	58,700	234,800	1942, 4	3
50-59	800	GM-EMD	SW8	B-B	51,421	209,015	1952	
70	464	Whitcomb	—	B-B	32,500	130,000	1944	19
71	770	Whitcomb	—	B-B	32,500	130,000	1944	19
100-122	1500	GM-EMD	GP7	B-B	60,170	247,440	1950	
123-132	1500	GM-EMD	GP7	B-B	60,050	246,960	1950	
133-152	1500	GM-EMD	GP7	B-B	59,850	246,420	1951	
153-172	1500	GM-EMD	GP7	B-B	60,380	248,720	1951	
173-176	1500	GM-EMD	GP7	B-B	60,110	247,610	1951	
177-186	1500	GM-EMD	GP7	B-B	58,560	239,500	1951	
187-217	1500	GM-EMD	GP7	B-B	59,820	246,060	1951	
218-223	1500	GM-EMD	GP7	B-B	59,880	246,300	1951	
224-233	1500	GM-EMD	GP7	B-B	58,830	240,580	1951	
234-249	1500	GM-EMD	GP7	B-B	60,000	246,760	1951	
250-253	1500	GM-EMD	GP7	B-B	59,750	245,760	1951	
254-255	1500	GM-EMD	GP7	B-B	60,090	247,540	1950	
256-264	1500	GM-EMD	GP7	B-B	58,080	236,160	1950	4
265-274	1500	GM-EMD	GP7	B-B	59,470	244,580	1951	4
300A-305A	1350	GM-EMD	FTA	B-B	57,280	234,500	1943	5
300B-305B	1350	GM-EMD	FTB	B-B	55,300	229,000	1943	5
306A-311A	1350	GM-EMD	FTA	B-B	56,940	233,100	1943-4	5
306B-311B	1350	GM-EMD	FTB	B-B	54,700	226,600	1943-4	5
312A-317A	1350	GM-EMD	FTA	B-B	55,870	228,850	1944	5
312B-317B	1350	GM-EMD	FTB	B-B	?	?	1944	5
318A-323A	1350	GM-EMD	FTA	B-B	?	?	1944	5
318B-323B	1350	GM-EMD	FTB	B-B	?	?	1944	5
324A-335A	1350	GM-EMD	F2A	B-B	55,370	226,990	1946	6
324B-335B	1350	GM-EMD	F2B	B-B	55,510	227,200	1946	6
336A-347A	1500	GM-EMD	F3A	B-B	55,990	229,470	1948	
336B-347B	1500	GM-EMD	F3B	B-B	54,250	222,150	1948	
348A-383A	1500	GM-EMD	F7A	B-B	56,340	230,860	1950	
384A-391A	1500	GM-EMD	F7A	B-B	56,460	231,370	1950	
392A-418A	1500	GM-EMD	F7A	B-B	56,410	231,490	1951	7
392B-403B	1500	GM-EMD	F7B	B-B	55,820	228,750	1951	
419A-423A	1500	GM-EMD	F7A	B-B	56,340	231,200	1951	
424A-429A	1500	GM-EMD	F7A	B-B	56,080	229,830	1950	8
500	2000	GM-EMC	E3A	A1A-A1A	?	?	1939	9
501-515	2000	GM-EMC, GM-EMD	E6A	A1A-A1A	51,289	320,070	1939-41	
516-523	2000	GM-EMD	E6A	A1A-A1A	53,170	332,240	1942	
524-528	2000	GM-EMD	E7A	A1A-A1A	52,530	333,220	1945	10
529-537	2000	GM-EMD	E7A	A1A-A1A	53,010	337,100	1945-6	11
538-543	2000	GM-EMD	E7A	A1A-A1A	52,330	332,130	1948	
544-548	2250	GM-EMD	E8A	A1A-A1A	53,260	339,900	1950	12
600-605	1000	GM-EMD	NW2	B-B	61,980	247,900	1940, 2	13
643-651	1200	GM-EMD	SW7	B-B	60,820	246,600	1950	
652-671	1200	GM-EMD	SW9	B-B	60,930	247,050	1951	
672-715	1200	GM-EMD	SW9	B-B	60,710	246,150	1951	
716	1200	GM-EMD	SW9	B-B	60,715	246,190	1952	
717-718	1200	GM-EMD	SW7	B-B	60,910	246,960	1950	14
719-720	1200	GM-EMD	SW9	B-B	60,710	246,150	1952	14
750-753	2000	GM-EMD	E6B	A1A-A1A	50,200	315,970	1940-1	15
754	2000	GM-EMD	E6B	A1A-A1A	50,320	316,652	1942	
755-758	2000	GM-EMD	E7B	A1A-A1A	50,200	314,500	1945	
759-764	2000	GM-EMD	E7B	A1A-A1A	50,310	315,150	1945	
850-869	1500	GM-EMD	FP7A	B-B	61,200	257,610	1951	16
870-889	1500	GM-EMD	FP7A	B-B	61,110	257,270	1951	
890-893	1500	GM-EMD	FP7A	B-B	61,650	259,420	1952	
900-908	2250	GM-EMD	GP30	B-B	61,520	257,910	1963	
909-912	2500	GM-EMD	GP35	B-B	62,370	260,810	1963	
913-914	2500	GM-EMD	GP35	B-B	62,160	259,960	1963	
1000-1003	2500	GM-EMD	SD35	C-C	88,430	366,650	1964	
1004-1010	2500	GM-EMD	SD35	C-C	88,280	366,030	1964	
1100-1102	1500	GM-EMD	GP7	B-B	59,440	237,760	1950	17
1103-1104	1500	GM-EMD	GP7	B-B	58,190	236,620	1951	17
1503-1504	1750	GM-EMD	GP9	B-B	59,800	246,260	1957	18
2000-2003	2750	Alco Pr.	DL-628	C-C	91,850	367,410	1963	
2004-2010	2750	Alco Pr.	DL-628	C-C	93,050	372,200	1964	
3000-3003	2500	GE	U25C	C-C	87,270	360,840	1963	
3004-3010	2500	GE	U25C	C-C	89,570	372,140	1964	

ACL Roster Notes

Roster based on data from ACL Asst. V.P.—Equipment is accurate as of May 24, 1965.

(1) Nos. 10-18 originally were ACL 606-609, 616-617, 619, 621, 623. Repowered by ACL to 1200 hp. in 1959-61. No. 17 has been retired.

(2) No. 25 ex ACL 600, retired.

(3) Nos. 26-43 ex ACL 602, 604, 610, 612, 614, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642. Nos. 26, 28, 31-32 repowered by GM-EMD to 1200 hp. in 1956. Remainder repowered to 1200 hp. by ACL in 1960-63.

(4) Nos. 254-274 ex Charlestown & Western Carolina 200-220.

(5) FT's 301A-303A, 305A, 309A, 312A-313A, 316A, 318A-323A, 300B-303B, 306B-309B, 311B-323B are retired. 317A rebuilt to F9A in 1957.

(6) F2's 326A, 328A, 331B retired.

(7) F7 417A rebuilt to F9A.

(8) Nos. 424A-429A ex C&WC 900-905.

(9) No. 500 rebuilt to E8A in 1953.

(10) No. 524 retired.

(11) No. 532 rebuilt to E8A in 1953.

(12) No. 547 retired.

(13) Nos. 600-605 ex ACL 601, 611, 613, 603, 615, 605.

(14) Nos. 717-720 ex C&WC 800-803.

(15) No. 752 retired. (16) No. 855 retired.

(17) Nos. 1100-1104 ex Columbia, Newberry & Laurens 100-104. To date, only 1103 has been renumbered.

(18) Leased to Winston Salem Southbound.

(19) Nos. 70-71 ex Franklin & Carolina 100, 110, retired.

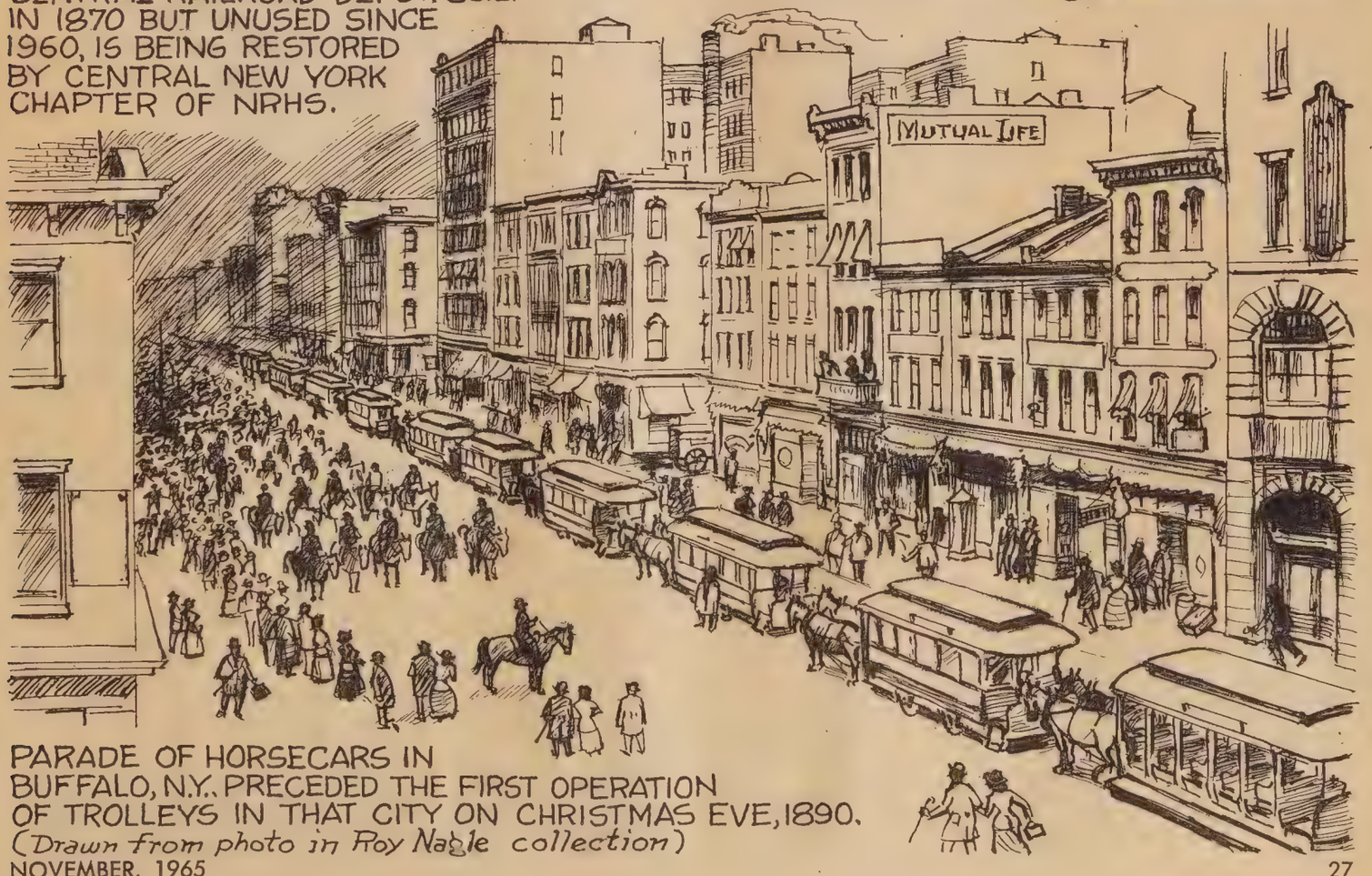
ALONG THE IRON PIKE

by Joe Easley

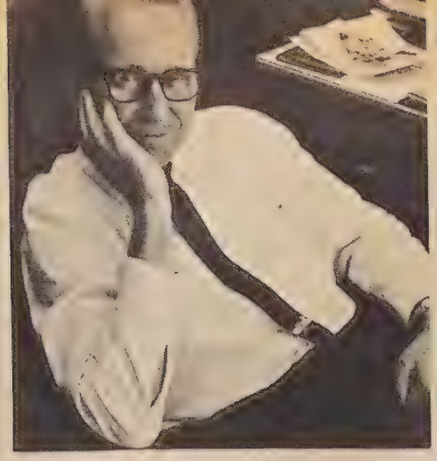
GIANT PALM GROWING BESIDE SANTA FE TRACKS AT SAN JUAN CAPISTRANO, CALIF., SOMETIMES BRUSHED SIGNAL WIRES, SHORTING THEM. THIS 71-YEAR-OLD TREE WAS RECENTLY UPROOTED, AS SHOWN HERE, AND TRANSPLANTED 25 MILES AWAY.

MARTISCO, N.Y.: QUAINT NEW YORK CENTRAL RAILROAD DEPOT. BUILT IN 1870 BUT UNUSED SINCE 1960, IS BEING RESTORED BY CENTRAL NEW YORK CHAPTER OF NRHS.

GASOLINE-DRIVEN CAR RAN ON LIRR BETWEEN PORT JEFFERSON AND WADING RIVER FOR TWO YEARS BEFORE WADING RIVER LINE WAS ABANDONED IN 1939. (*from* Long Island Railroader)



PARADE OF HORSECARS IN BUFFALO, N.Y., PRECEDED THE FIRST OPERATION OF TROLLEYS IN THAT CITY ON CHRISTMAS EVE, 1890. (*Drawn from photo in Roy Nagle collection*)



Interesting Railfans No. 35

EDISON H. THOMAS

by Freeman Hubbard

Ed Thomas in his office at Louisville, Kentucky.

IT TOOK several slices of tender, savory, country ham to turn Edison Thomas into a railfan and railroad historian. Prior to that, he had no railroad background worth mentioning. Ed was born and raised in a rural community nine miles from the nearest railroad. He came into the world June 5, 1912, at Donaldson Creek in western Kentucky. His father had once worked briefly for the Illinois Central but was mostly a farmer and carpenter who ran a small grist mill for the neighbors, grinding corn into meal and wheat into flour.

'From his home, the lad could hear the engine whistle of the Cadiz Railroad from afar on crisp, clear evenings when a breeze was blowing from the north. The Cadiz is a ten-mile shortline, built in 1900 and still operating. In those days it had two locomotives but steamed up only one at a time. Among Ed's earliest recollections was riding a steamboat on the Cumberland River en route to Paducah, sixty miles away, to visit relatives of his mother, and passing through an IC drawbridge at Eddyville.

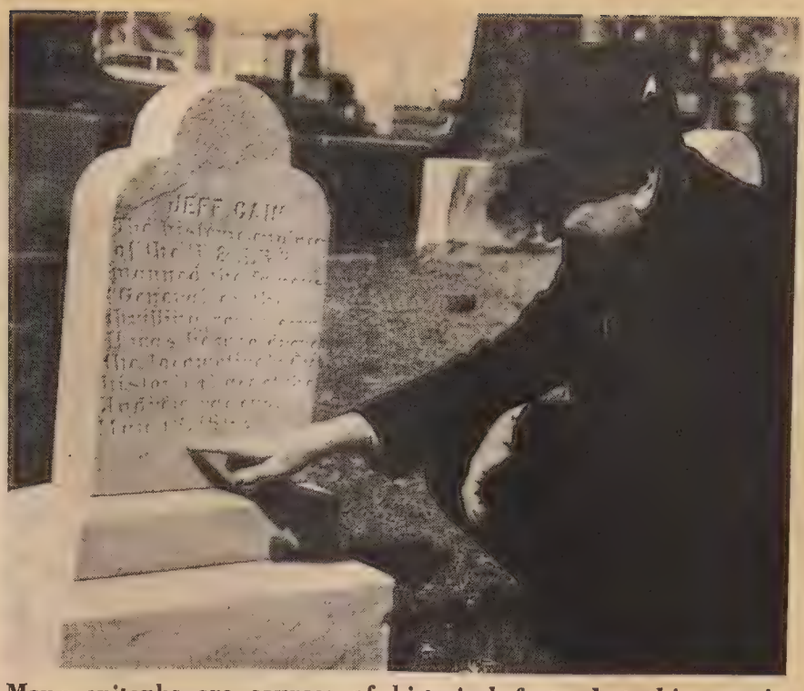
"After the steamboat era ended," he told me, "we graduated to trains. My father would hitch up the family mule and drive us over a dirt road to the Cadiz depot. There we'd board the Cadiz Railroad train for the ten-mile trip to Gracey. Then we'd transfer to an Illinois Central local for the ride to

Photograph by Edison H. Thomas

These crewmen are not cheering; they're waving good-bye. The occasion was the last steam engine to operate on a regular run of the Louisville & Nashville, Jan. 28, 1957. The picture of the J-4, No. 1882, was made at Worthington, Ky., at the head of local freight train No. 86. Her run ended at De Coursey, Ky., where her fire was dumped and later she was scrapped.

Early one morning Ed Thomas came upon this scene at the mouth of Singing River at Pascagoula, Miss. The L&N bridge there, 108 miles east of New Orleans, had been damaged by fire and a crew was busy repairing it.

Photograph by Edison H. Thomas



Many epitaphs are sources of historical facts, but this one in Oakland Cemetery, Atlanta, is inaccurate. Ed Thomas is pointing to May 12, 1862, the date given for the Andrews raid. The raid actually occurred a month earlier. The gravestone is that of Jeff Cain, an engineer who joined in the pursuit of the raiders but soon had to drop out because he was consumptive and weak.

Col. James G. Bogle, 1749 Dyson Drive, N.E., Atlanta, Ga. 30307

Princeton, where we changed steam cars again for a through IC run to Paducah. Along the way we crossed over the 'turning bridge' we had seen from the steamboat deck."

If you're still wondering about those slices of ham, hold your horses! We'll come to them pretty soon.

"Mother didn't bother with train schedules," Ed continues. "When she got ready to go, she went. If no train was due, we'd wait at the station for one to show up. Thus I became familiar with the clatter of telegraphy and other activities at a small-town depot. On occasions, we had to spend the night at Princeton, but my mother was so frugal that we didn't go to a hotel. Instead, we dozed in the station waiting room.

"But we never left on such a trip without a cardboard shoebox full of such items as biscuits, fried chicken or country ham, and peaches or apples from our orchard. If we needed more fruit, mother would drive a hard bargain with the news butcher for an orange or apple. This haggling over prices embarrassed me. I longed for one of the glass locomotives filled with brightly-colored candy that the butch carried but, of course, that was out of the question."

Ed collected a few bits of railroadiana: spikes, intricately formed cinders from the roadbed, copper wire bent to form his name, and Indian pennies flattened by placing them on a rail and letting a train roll over them. Years later, he acquired several tickets from rides behind a famous old engine, the *General;* a silver Andrews Raid medal (relatively few are now extant), and other Civil War relics. He also collects color slides of historic sites, scenics, and some rail subjects, and takes 8mm movies of the same.

As a boy, he made his first train photos with an Eastman 3A box camera owned by his mother. He attended a one-room country schoolhouse, walking to and from it barefooted (except in cold weather) over a rocky and often dusty dirty road. Ed was the only pupil in his class to get a diploma for graduation from the eighth grade. That fall, 1927, the country bumpkin, who was uncommonly shy, entered high school at Cadiz.

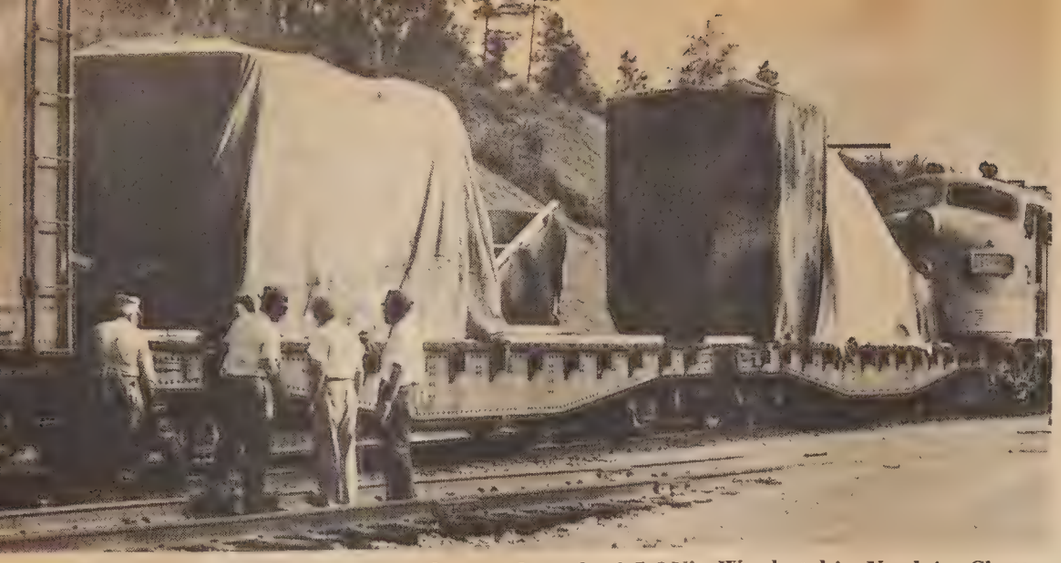
"I'd never seen so many girls before in my life," he recalls, "and they terrified me."

This feeling must have persisted until 1956, keeping him a bachelor until age 44. Then, unexpectedly, he married a gracious redhead named Thelma Louise W. Garrett, who had two sons and two daughters from a previous marriage. (One son is now an apprentice electrician at L&N shops.) Ed recalls: "My first date with Thelma was on a special train that the L&N was running between Louisville and Cincinnati to take people to see Cinerama, which was then a new form of entertainment."

But getting back to our hero's high-school days: despite his shyness in the presence of girls, he won the co-eds' admiration with his piano playing. His favorite tune was *Tonight You Belong to Me,* although at the tender age of 14 he hadn't the slightest idea what those words meant. One obstacle to closer relationship with the female sex was the old pair of corduroy trousers he had to wear for an entire year—the seat became embarrassingly threadbare.

After graduating from high school, Edison Thomas attended college until his money ran out. Then, like Mark Twain, he went to work on a Mississippi River boat and later became a newspaper man and free-lance writer. He also spent 3½ years with the U.S. Navy, mostly in public relations. Moving to Louisville in 1946, he applied for an editorial job on the *Louisville & Nashville Magazine.* Six years passed before they hired him, and then it was only temporarily, as a staff writer.

His first L&N story was about a country-ham dinner on the road's dining cars. To cover the subject realistically, he ate several slices of the tasty ham that was being featured. Well, you can imagine what it did to a fellow brought up on a farm. Ed became a railfan overnight. From that day on, he was sold on railroading. A few months later he joined the magazine as a full-time writer and has been with the L&N ever since.



The *General* under wraps at the south end of L&N's Wauhatchie Yard in Chattanooga on June 7, 1961, the day after she was taken from the Union Station there.

Photograph by Edison H. Thomas

"I took up the work with enthusiasm," he told me. "Here I was doing something I really enjoyed and was getting paid for it. What's more, I traveled on passes. To me the entire L&N was a project. I met many railroaders, interviewing colorful agents and Negro trackmen who chanted while they tamped ties. I covered on-line industries, rode cabooses and engine cabs, and slept in uppers and lowers, now and then managing a roomette and once a bedroom on a train. I wrote and wrote. Also, I snapped many pictures, lugging a heavy 4x5 Speed Graphic over many a mile and often sleeping with it all night in an upper berth."

Most of all, Ed became obsessed with Civil War railroading. Patient research and writing with a flair won him recognition as a railroad historian. For years we on the *Railroad Magazine* staff have been clipping his stuff for our own files. I was much impressed by his story of the Jefferson Davis funeral train of 1893, the only full account of it written by anyone at the time it appeared in the *L&N Magazine,* February, 1955. This piece made such a hit that the company reprinted it in booklet form. I embodied some of Ed Thomas's material in an article of my own, on presidential funeral trains, that I wrote for the December '62 issue of *Railroad Magazine* and later used that same article as a chapter in my book, *Great Trains of All Time,* published by Grosset & Dunlap. But neither he nor I can explain why there is no known photograph of the Davis funeral train. Maybe some reader can solve that mystery for us.

Ed regards the promotion of the *General* as his most exciting assignment. On the night of June 6, 1961, he assisted in "stealing" the old 4-4-0 from the Chattanooga Union Station, where she had been displayed for some 48 years, to take her to Louisville for refurbishing in connection with the Civil War Centennial.

"This shot of mine gave me a lot of satisfaction," says Ed. "The *General* is actually running under steam for the first time in 48 years! It was a grand day for L&N shopmen when she puffed to the transfer table on Feb. 7, 1962."

"This event had some of the cloak and dagger elements that James J. Andrews must have felt, but without the danger," Ed recalls. "Plans had been made to remove the *General* after the last passenger train, *The Georgian,* had left the station that night. We cleared the station of stragglers—several wanted to hang around and look at the *General* —by turning out the lights. A crew built a temporary track to the engine while a welder cut the fence that protected her from vandalism. At 12:45 a.m. we got her rolling, and everyone held his breath until she was safely on permanent tracks. I told one of the men: 'We'd better hurry. The last time the *General* was stolen, eight men were hanged for it,' but he didn't seem to appreciate my wit."

Ed went to bed at 4:40 a.m. When he arose a few hours later the entire city was in a dither over the disappearance of the *General.* That afternoon, he left with the old woodburner aboard two flatcars directly behind the diesel units of a fast freight headed for Louisville, and was rather glad to get out of Chattanooga. To make sure that the 4-4-0 stood the trip safely, Alvin Gaines of L&N's mechanical depart-

ment (now retired), who was to supervise the rebuilding of the old engine, rode with Ed Thomas in the back cab of the diesel, to keep an eye on the *General*.

At Nashville, the train skirted the classification yard and was boarded by Warren NcNeill, the L&N public relations director, who had planned the whole affair, for the rest of the overnight trip to Louisville. By that time the yard was crawling with reporters and photographers looking for the *General*. Next day McNeill broke the news that she was in the Louisville shops to be put into operating condition for a reenactment of "the Great Locomotive Chase" and various tours.

Edison Thomas, who had been appointed News Bureau manager for the company's Public Relations Department in 1960, had the task of coordinating the background material and planning a publicity campaign for the *General*. He gleaned information from many sources, including relatives of the raiders and Wilbur G. Kurtz, Sr., of Atlanta whose father-in-law, Captain William A. Fuller, had led the pursuit party which recovered the *General* from the raiders in 1862.

Ed rewrote a small give-away booklet, *The Story of the General*. It had undergone many rewrites and reprints since the old Nashville, Chattanooga & St. Louis first published it around the turn of the century. Ed's version corrected some errors and omissions, giving the brochure new life. The L&N is still distributing copies of it.

"Ed Thomas," says railfan James G. Bogle of Atlanta, "is quiet and serious-minded, with a yen for detail and getting all the facts about any project

Photo by Col. James C. Bogle
Ed and wife, Thelma, about to board the cable car at Stone Mountain, Ga.

B&O Eight-wheeler *William Mason* stands on a flatcar on L&N track near Rowland, Ky., for use by MGM in filming *Raintree County*, a movie about Civil War days.
Photograph by Edison H. Thomas

he is working on." N. E. Gillespie, Western editor of the magazine *Railway Locomotives & Cars*, describes him as "a rougish fellow, with a humorous twinkle in his eyes, and thoroughly likeable."

Railfan No. 35 belongs to the Railway & Locomotive Historical Society, Inc., and the Filson Club of Louisville, which is devoted to the preservation of Kentucky lore and historical items. "I enjoy digging into old records," he tells me. "Unfortunately, most of the L&N's old archives were destroyed by a flood in 1937. Old files still exist in other areas, but most of my really good finds have come through diligent searching of minor papers. Some day I'd like to rewrite Kincaid Herr's *History of the L&N*. When my friend wrote it originally, he padded it a lot. It was republished through four editions mainly as he wrote it, but the fifth edition, now on sale, was cut somewhat."

Edison Thomas is active in church work as an ordained deacon, a Baptist church moderator, and a Bible class teacher. He finds relaxation in playing the piano and a spinet electric organ. His large collection of records, both hi-fi and stereo, ranges from opera to steam railroading. He also paints, preferably oils—two of his canvases hang in his office. He likes to assemble things electronic such as an amplifier and an AM-FM tuner, and has put together a complete stereo system. Card-playing and most TV programs, he thinks, are a waste of time, but he enjoys puzzles.

"I usually devour the crossword puzzles in Louisville newspapers just before going to bed, to help me relax."

His reading is varied: history, biography, historically accurate novels, and lively mysteries. Occasionally he reviews Civil War history books for a Public Library program, WHAS-TV (CBS). He likes to travel, too; has visited all fifty states except Alaska.

Ed's idea of physical exercise is to walk to and from the parking lot each day, a round trip of perhaps 100 yards —a form of laziness which we think is seriously jeopardizing his good health. Weight, 175 pounds, height 5 feet 9½ inches. He eats moderately. Thirteen years ago he quit smoking, and he says he feels much better as a result.

"Ed Thomas is modest and even-tempered and has a dry, unboisterous sense of humor," writes Robert A. Thornbury, executive director of the Kentucky Heart Association, "and he blushes easily."

"I'm a middle-of-the-roader," the subject of this sketch informs us, "but lean to the liberal side mainly because I feel it's the way that we, as a nation, are moving. I usually vote a straight party ticket but will scratch my ballot if I think there's someone in another party who can do more good. My worst habit, my wife says, is procrastination. Americans as a whole put too much emphasis on automobiles. They are necessary to our way of life, but far too many people, especially the younger generation, almost worship the motor vehicle."

As manager of his company's News Bureau, Edison H. Thomas is assisted by Charlie Castner, who wrote "A Century of L&N Steam Power" for the Nov. '64 *Railroad Magazine*.

The Thomases live at 9402 Janna Drive, Valley Station, Kentucky, about 15 miles from the L&N's general office, where Ed works when he isn't traveling. It's a small ranch-type house. From the back door you can look across an open field to a creek bordered by trees. Beyond that, perhaps a mile away, the Ohio River rolls endlessly between the Blue Grass State and the rugged bluffs of Indiana. It's a beautiful vista. As Ed comments, "Such things make for a good life." ●

I PREFER STEAM

by Bill Pennington

Locomotive engineer, Western Pacific Railroad
(Portrait at the right)

Photograph made by James E. Boynton in 1942

AS ONE who has fired and run both steam and diesel locomotives, for a total of 29 years, I can say honestly that I prefer steam. Most diesels give more trouble than the family automobile. Many are dirty inside: a mass of grease, oil, sand, and fumes. On the FT's and F-7's, for example, you can't wear a pair of overalls for more than two trips.

My Dad, a little fellow of about 140 pounds, was indirectly responsible for my railroad career. As a youngster he wanted to go into engine service; but in 1901 he went braking on the Southern Pacific because, as he put it, "a large scoop wouldn't fit me a'tall." Later he said: "If the SP had been using oil-burners or if I had known they were coming soon, I'd have gone firing instead." Train service disillusioned him. "Anybody who goes to work for a railroad is just plain nuts," he growled. "No son of mine will ever be a railroad man."

But he bought an apartment house at Alameda in the San Francisco Bay area; we moved into it, and our first tenant was Harry Halton, a fireman on the Alameda Belt Line.

Harry got me all steamed up over railroading. In December, 1929, he introduced me to *Railroad Magazine*, which was then called *Railroad Man's Magazine*. I read it eagerly and pored over the pictures. The leading article, I remember, was "Track Hand to President." A fiction story by Don Waters, "Blood and Steam," gave an exciting account of a fireman's life. I decided that some day I just had to go into engine service myself.

I was working for a photographic studio when Harry asked if I'd like to go firing. Of course I would, but a mistaken sense of loyalty to my employer held me back. Later, though, I did go firing for the Alameda Belt Line. That was fine for about a month. Then one day two friends of mine, Cliff Theriault and John Flavin, both Belt engineers, persuaded me to hire out on the Western Pacific.

"There's no future in a switching pike," said Cliff. "You'd do better with a main-line outfit."

And so one October morning in 1936 my name was added to the WP payroll. I went to work at Portola, California, my present home town, as an experienced fireman, although my total experience had only been thirty days on a switcher. I rented a room just above the kitchen of the 33 Club in Portola—a room fragrant with the smells of coffee, soup, and roasting meat. After I had marked up, they told me to get my rest, as I would be called that afternoon. How often I've since heard that same expression, "Get your rest." Men in engine service are always trying to do it, with too little success.

The callboy pounded on my door at 4:45 p.m. I signed his little black book for a "date" at 6:15 for train 77 with Engineer Donnenwirth on engine 22, a smart little 2-8-0. While I'd been on many main-line locomotives before, this would be my first time firing one. We would run through Feather River Canyon. I had no idea which way the canyon extended, except down, or so I thought. Some oldtimers had warned me not to let my fuel oil get too hot, because the engine would "gas" when drifting downhill, but I didn't know the road was uphill for a couple of miles out of Portola. When we left town Donnenwirth practically laid the throttle on the tank and that old hog dug in for the slight grade. In my ignorance I had a tank of cold oil.

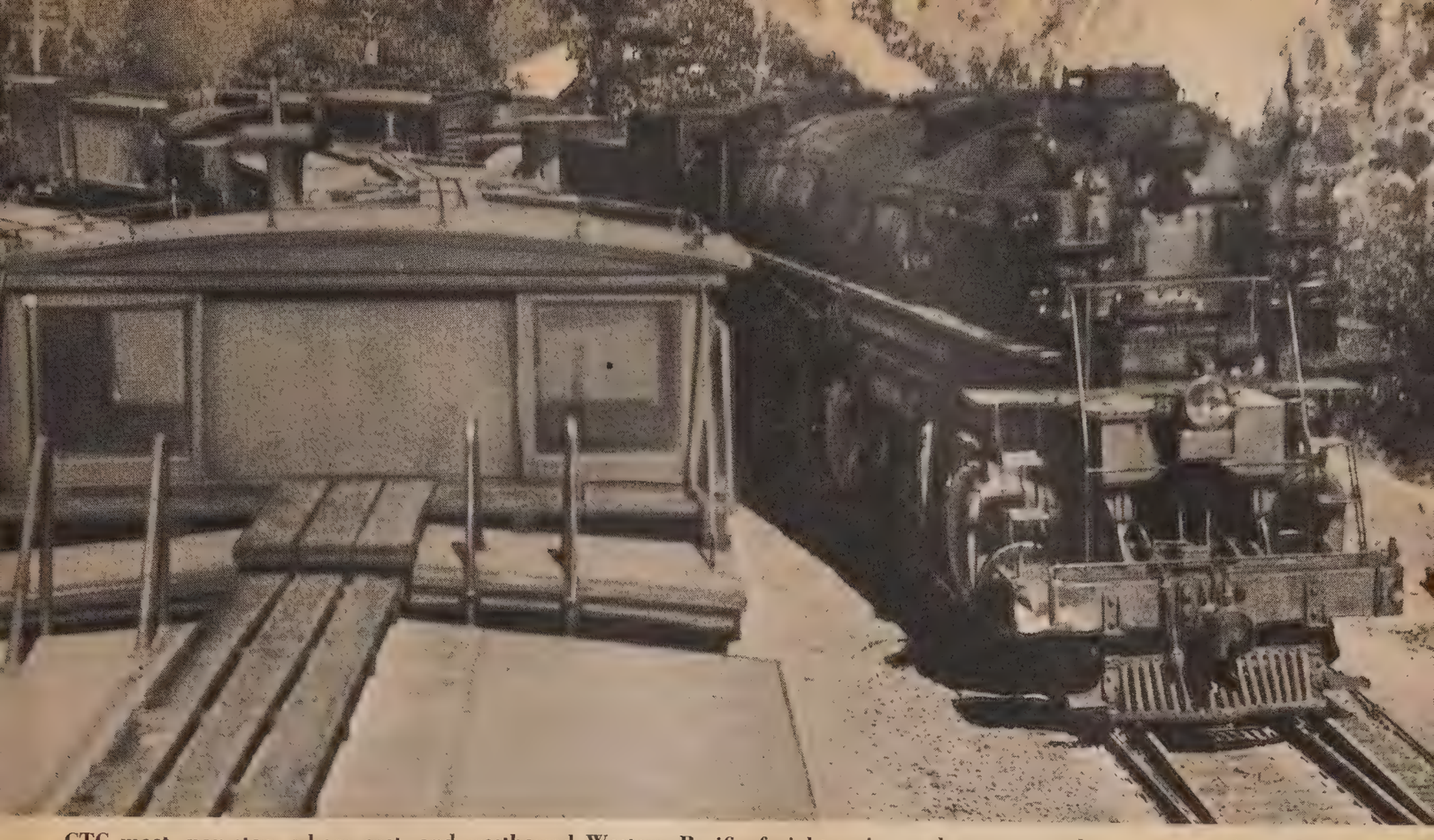
There was plenty of steam and water when we left, but it didn't take us long to run out of both. With the firing valve wide open and that Hancock Inspirator injector singing like a nightingale, we blasted over Mabie Hill. When the 22 tipped over the top for the first leg of her trip, all the water ran to the front of the boiler, emptying the water-glass like a graveyard at midnight.

"Get some water in her!" the hogger yelled as he tried the lower gage cock. I sat like a bump on a log, not knowing what to do. The injector and blower were wide open; flames were popping and snapping at the firedoor. Those 2-8-0's had a loping motion. It seemed to me that we bounced up and down about a foot across a couple of bridges, and on each one I figured we'd go right through.

I kept the oil cool and there was no gas. At length the blower got on the engineer's nerves. As soon as I had two inches of water showing in the water-glass he bellowed, "Shut off that damned blower!"

So I cut it to a whisper, and the steam dropped again. I didn't know how to regulate that kind of injector, as all I'd ever seen before was a Simplex. Looking around, I found a long rod, on the end of which was a valve wheel leading directly to the injector; so I took a chance and turned it. The damned thing might have twisted off in my hand, but didn't, and that was okay.

At Keddie we switched for about an hour, backing up in the yard, which is on a one percent grade. My oil being cool, I started the tank heaters and



CTC meet, non-stop, where east- and westbound Western Pacific freight trains nod to one another on super-elevated curve.
Photograph by the late Peter Josserand

made it real hot. Lady Luck smiled. I now had plenty of water and steam.

After leaving Keddie, we ran down that canyon, which is dark even in daylight, through tunnels which appeared too small and over bridges which seemed too high and too weak. Then the gas problem cropped up. Yep, with hot oil, I had plenty of everything—water, steam, and now gas. There was no licking this problem immediately; just let it cool off. After thirteen hours on the road we arrived at Oroville. Thus ended my first run as a main-line fireman.

IF I THOUGHT I'd had trouble with that little 2-8-0, I had plenty to learn. The next day I was called, again with Engineer Donnenwirth, for a trip up the canyon, this time on the 253, a 2-8-8-2 Mallet. These Western Pacific Mallets were a breed by themselves. At that time they were the largest of the type ever built.

"This is a breeze," I said to myself as the 253 walked that 3400 tons out of Oroville like nothing at all. And when we got to milepost 219 the hogger called over to me: "All right, boy, here we go!"

With that he pulled the throttle out all the way. I thought he had previously done so. Thereupon the Mallet dug in with a roar that nearly scared me out of my wits, and ran faster.

We were now on the one percent grade and going to town. Cold oil again! Donnenwirth had told me at Oroville, "Be sure and warm it up some." Well, I did—about the same temperature as tepid bath water. Around came the firing valve but no color showed at the stack. Donnenwirth saw the position of the firing valve and knew there should be a lot of color.

"Turn on those tank heaters!" he ordered. "The superheater, too!"

Now what the devil is a superheater? I asked myself. The hogger jumped over and gave a valve on the manifold a couple of turns. His action shot live steam down into a large pipe surrounding the oil pipe which supplied fuel oil from the tender. This large pipe was intended to keep the oil in the line from cooling in bitterly cold weather. With the open-type heater in the oil tank it didn't take long to get our 6,000 gallons of oil warm enough to flow.

With the 13-foot firebox with which these engines were first equipped, it was next to impossible to get the fire to come all the way to the back head. The combustion chamber being too small caused them to smoke badly. Later, the firebox was shortened and they did much better; but at this time everything had to be just right to make steam, and that took the kind of experience I didn't have.

The smoke was so thick and black that, as the saying goes, you could have ridden a bicycle on it. Smoke also made carbon on the flues and tubes. That alone could kill any engine. Four buckets of sand through the firedoor got rid of most of the carbon for a while, but I'll bet the smudge lingered several days in that part of Feather River Canyon.

We took water at Merlin, about 44 miles above Oroville. Prior to that, the exhaust steam from our Worthington feedwater pump went back into the tender on the left side. The injector picked up its water from the right side. However, by the time we arrived at Merlin what water was left in the tank was almost boiling hot and the injector wouldn't pick it up. So while the engineer was oiling around, my job was to take water.

Filling the 23,000-gallon tank consumed about ten minutes. The feedwater pump was allowed to run very slowly and the spout was put into the manhole. Water began to flow. When this was done, I returned to the cab, got the injector going, and shut the pump off. If I hadn't done so, cold

water would have poured into the boiler and settled in the water legs, that part which surrounds the firebox.

With a roaring fire and the pops open, the idea was to keep her hot, especially those water legs. Running water carries with it a lot of air. If you shut the water off as soon as it appears to fill the tank, you would find it settling a foot or more. So I had to let the last foot run slowly until it overflowed. This occurred several times; it is called pumping.

LATER, I spent about a month at Stockton until I acquired enough whiskers (seniority) to bid in on a switch engine at Oakland. I went to work there on the graveyard trick (from midnight to 8 a.m.) with Engineer George Kinchen. The mark-up board showed we were getting the 163, a little 0-6-0 with a fantail tank. After I had washed her down that night, Kinchen yelled up the gangway, "Hey!" I turned and said, "Yeah, what do you want?"

He snorted, "Smart kid!"

I let it go at that, thinking, "What does it take to get along with these old crabs?"

Previously I had learned about the oil. Everything was in shape when the hogger climbed up on the engine and asked, "Ready?" I nodded, and we drifted out the roundhouse lead to where the switchmen were waiting. We went up to a long cut of cars in the yard. Kinchen called over to me:

"Look kid, I want her on the peg. I don't want her singing all night, either, and remember that your eggs and bacon are on the outside of the cab and not looking at me."

By breakfast time—we call it the bean period—I thought I had made about every mistake in the book. After we'd been on the spot (rest or meal period) he turned to me and asked, "Where've you been working?"

I said, "Portola."

He glowered. "I thought so. I knew you were a student but not rawboned. I had one the other night who led me back into some cars foul of the lead. Luckily, I was just stopping. I heard a grating noise and saw the tender was about halfway over."

On the night of July 4th we were backing down the drill to the Santa Fe transfer with a cut of cars, and one track over an engine was standing "on the spot." Freddy Seal and Hank Malloy, her engineer and fireman respectively, had their feet cocked up on the boiler head, sound asleep. I was smoking a cigarette.

Kinchen jumped down into the gangway and said: "Quick! Let me have that cigarette."

Without even taking it out of my hand, he thrust the fuse of a large firecracker to the glowing end, and when it started to sputter he tossed it over to the other engine. It rolled up alongside the boiler head with a terrific bang. You should have seen those two guys trying to get out that gangway, both at once on the same side, and Kinchen laughed like a fool.

About fifteen years later, after Hank was dead, I told Freddy Seal about it. Freddy said: "I never knew who did that, but at the time we thought the old mill had blown her cork. Boy, were we mad when we learned it was only a firecracker!"

As I said, I worked for about a month in Stockton, all the time with George Kinchen. After that I bid in a similar job in Oakland—at Joe Nash's "Goat Farm." Joe Nash was the roundhouse foreman, and except for a couple of passenger jobs and one local, all firing jobs there were on switch engines or "goats." San Francisco and San Jose also were protected by men working the Oakland board, and altogether about twenty jobs were involved. Inasmuch as Oakland had no

Photograph by the late Peter Josserand

WP train stops for water in Keddie Yard's east end before rolling down Feather River Canyon with brake-valve reductions.

direct rail connection with San Francisco, all cars were ferried across the bay on barges, or carfloats. The loading and unloading of these barges were called boat jobs.

I handled them all through the years until I had gained enough seniority to hold one regular. World War 2 exploded with all its fury while I was working on the "Farm." I held a regular assignment on the afternoon boat job with Norman Roberts, my engineer.

He asked: "What do you know about the Book of Rules, mechanical and air?"

"Not too much," I said. "Why?"

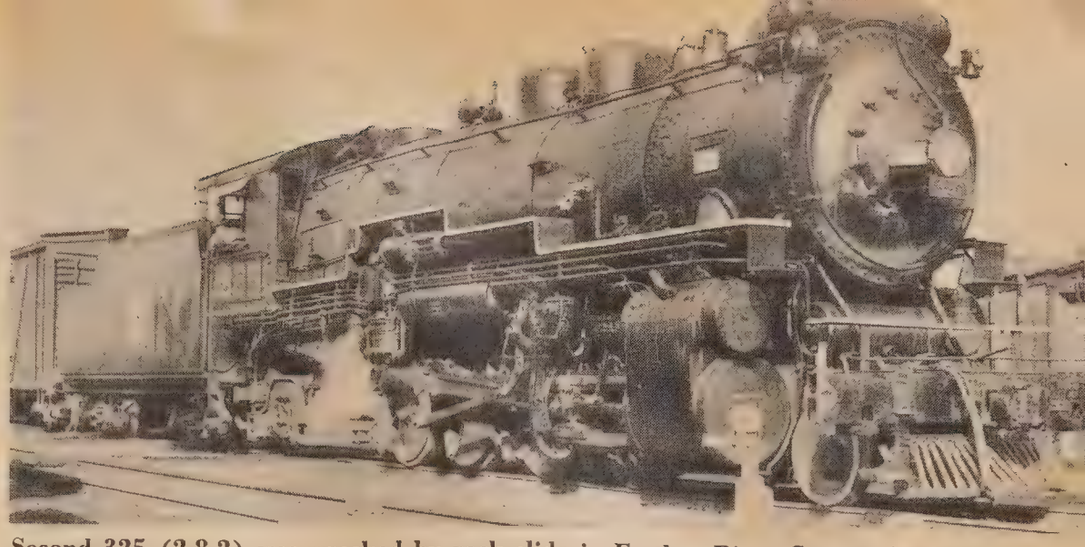
"In two years you'll be either promoted or cut off. Better get your nose in the Book. There's a lot I don't know or have forgotten, so it won't do me any harm to learn something, too."

We studied together and I learned as much from him as I did from the book.

ONE June day in 1942, after five days of sessions in the examination car, fifteen firemen and myself were promoted to the right hand side of the cab. I had been firing in the canyon for about two months prior to this, but now I bid back to Oakland on a passenger run. In emergency, I ran a switch engine on almost every layover, but was later put on the engineers' extra board at Oakland. My first call was for the midnight job on the rip track, and through a misunderstanding I got into a situation causing damage to my engine. Some maiden voyage!

I have heard it said that from the time the average man goes firing until he retires as a seasoned engineer he will have caused about $25,000 worth of damage to engines and other equipment. The management usually collects for this by giving demerits or time off without pay. In some cases the man is discharged. All these things are entered in his personal record.

Non-railroaders think that the biggest advantage to promotion is more pay, but this is true only after many years. When you are promoted you must start all over again working on extra boards and unwanted jobs. True, your rate of pay is higher, but that is only in comparison with the fireman with whom you are working. Your seniority as a fireman just before promotion entitled you to hold a good paying job with shorter hours. In fact, you will most likely earn less when first promoted. If you are fortunate enough to earn as much or more, you will have to work additional hours to do so. Many promoted men wait for the time when business will drop so they can be cut off the engineers' board and go back to firing a better job. Numerous years may pass before you can again hold the passenger job you had when firing. In some instances you never will.



Second 325 (2-8-2) was wrecked by rock slide in Feather River Canyon just outside Tunnel No. 9 on the morning of November 11, 1937. Engineer Potee "went to glory" in the smashup and the body of Fireman Charbaneau was never found.

Bill Pennington, P.O. Box 478, Portola, Calif. 96122

I have often run the *California Zephyr* but it wasn't *my* job. The regular man had laid off or was on vacation or leave. Chances are that I'd be deadheading the very next assignment to an outside point for six days on a switch engine. Your seniority can give you a good job but somebody else's may keep you from getting one. You have a place on the seniority roster and there you stay. You move up only as other men leave the service.

We get jobs by either bidding or bumping. When a job is vacated it is put up for bid. The oldest bidder in point of seniority will win. If the company should abolish your job or someone should bump you, you can exercize your seniority and displace, or bump, a younger man.

I have known fellows who refused to bid on a run because they had seen "older" men bid on it. "No use me bidding; Bob Jones will get it." After bidding, Jones may change his mind but not tell you about it. So the job goes to a bidder who may be younger. It would have been yours had you asked for it. There are many ramifications to the seniority system; it would take a book to explain them all.

MOST of the Western Pacific's steam engines were purchased new. American Locomotive Co. built nearly all of them, beginning about 1906, although Lima produced the last new ones in 1943. The WP inherited some engines from small roads it took over and bought a few others second-hand.

At the time the WP was being constructed it acquired the trackage and motive power of the Alameda & San Joaquin, whose two engines, numbered A-1 and A-2, were ten-wheelers built by Richmond in 1896. Neither were operated on the main line but did rather well on branches and subsidiary lines.

During construction the WP used six Rio Grande Western engines and five from the Denver & Rio Grande. Except for the RGW 149 (which eventually became D&RG 668) and the D&RG 661, both of which it sold later to the Indian Valley, the Western Pacific did not retain any of this power.

By acquiring the Boca & Loyalton in 1916 the WP inherited seven engines, two of which, Nos. 1 and 2, had helped to build the larger road. The B&L 3-spot was scrapped at Sacramento without ever having been given a Western Pacific number. The Boca & Loyalton's 4, 5, and 7 were assigned WP numbers 123, 124, and 125. I have no information on the B&L's 6 except that her boiler served as a source of power in the concreting of Spring Garden Tunnel. My guess is that she did not leave Loyalton as a whole engine.

The Western Pacific's 126 and 127 were, respectively, the D&RG's 546 (previously RGW 39) and 549 (previously RGW 42), bought in 1917. The 126 was sold in 1918 to the Tidewater Southern, a Western Pacific subsidiary. Nos. 123 and 127 were scrapped at Sacramento in 1930. The road I work for never owned but one Mogul, the 123.

In 1917 the WP bought its first Mikado types 301-305, all Alco-built, and the following year it purchased five

Motor 198, built by Brill in 1922, was used on the Western Pacific's San Jose branch until 1923 and was sold in Dec., 1939, to Georgia Car & Locomotive Co.
Both photos on this page by James E. Boynton

Mikes from the Elgin, Joliet & Eastern and renumbered them 306-310. These replaced the first 321-325, which had been sold to the Wabash as its 2213, 14, 15, 18, and 19. It seems rather strange that the WP had engines numbered in the 320's before they had any numbered between 305 and 320. Possibly those engines had already been numbered before they were assigned to the WP, maybe from some other railroad. Which railroad, I'd like to know.

In 1936 the WP purchased, second-hand from the Florida East Coast, ten 4-8-2's, to help with its growing passenger business. FEC's numbers were 403-408, 410, 412, 414, and 415. These engines were changed somewhat in appearance with different pilots and larger stacks. They had such a bad habit of trailing smoke and steam that a few home-made smoke-lifters were tried on the 172 and 177, but proved to be disappointing.

Four little 0-6-0's, bought from United Verdi Copper Co. in Arizona, were the first superheated switchers on the property. These were 163-166. No. 164 was the last steamer operated under her own power on the WP's Eastern Division. She returned to Oroville after serving as a stand-by for the United States Gypsum Co. at Gerlach, Nevada.

During World War 2 seventeen D&RGW engines ran on the WP, along with eight from the Duluth, Missabe & Iron Range, two from the Chicago & North Western, and one from the Milwaukee Road. The Milwaukee engine, a 2-6-6-2 simple, burnished the rails between Keddie and Bieber, California. She was a hard steamer and died on the road several times. Six Lima 4-8-4's from a Southern Pacific order were allocated to WP during the war.

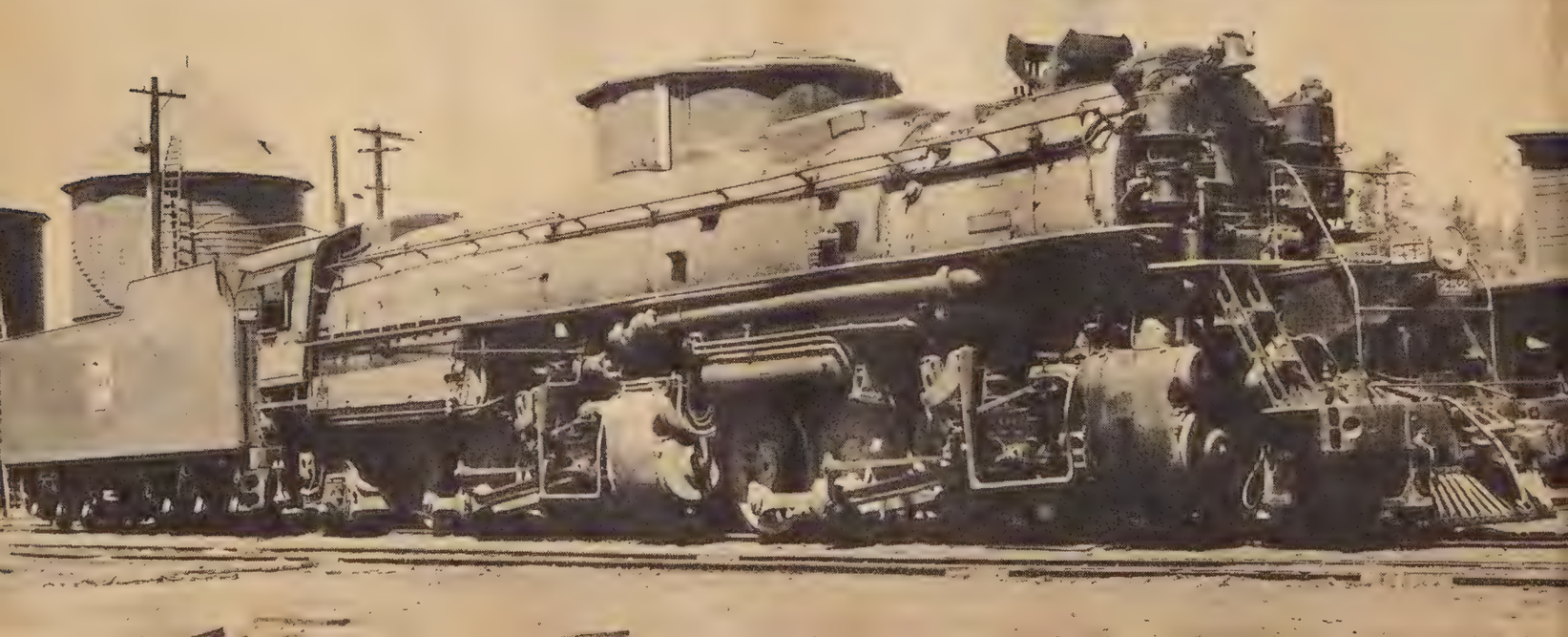
Western Pacific had two types of Mallets. The "little Malleys," as they were called, were 2-6-6-2 compounds and easy steamers. You rarely saw one making smoke. A compound engine got steam only to the low-pressure cylinders after the high-pressure engine had turned a couple times, so a special arrangement of valves allowed steam to be used directly in the low-pressure cylinders for starting. However, like most compounds, they were slow. The WP had only ten of them, 201-210.

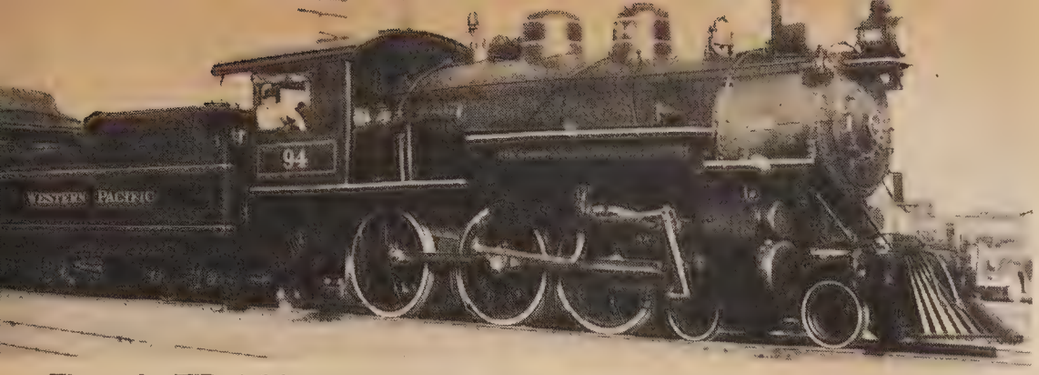
The big Mallets, which were hard steamers, were not true Mallets as they used steam at boiler pressure in all four cylinders. They were 2-8-8-2 articulated Consolidations. All ten were built by Baldwin, six in 1931 and four in 1938. As first delivered, they carried 235 pounds of steam. Later this was 260.

All Western Pacific Mallets were equipped with respirators because they ran through 33 tunnels between Oroville and Portola. The shortest was 51 feet, the longest 7317. These respirators were home-made but effective. They consisted of a funnel-shaped piece of light metal with a movable flapper inside, containing a hole covered with screen. Wet waste was placed behind the flapper, and air from the engine was allowed to blow through it. This filtered out smoke and dust and cooled the air. The more hardy firemen showed their disdain for these contraptions by ignoring them. I wasn't that hardy.

I ran these types of Mallets only on the "high line" north from Keddie connecting with the Great Northern at Bieber, although I had fired the big ones in the canyon. The big fellows were simple engines. I don't mean they were uncomplicated. A simple Mallet is one in which steam is employed at boiler pressure in all four cylinders and at all times.

No. 252 (2-8-8-2), pictured at Portola, was one of six locomotives that Baldwin built for the Western Pacific in 1931.





The only WP 4-6-0 extant, as originally painted, stops at Oroville on fantrip.
Photograph by James E. Boynton

They were free-wheeling machinery. The combination of one million pounds rolling down a 2.2 percent grade took something to keep her from getting out of hand. That something was brakes. When operating brakes on a light engine, you must take into consideration the fact that friction from them causes heat on the tires and makes them expand. If allowed to go too far they become loose. However, you could alternate the use of brakes between front unit and back unit and also the tender. The tender always took the beating, having solid wheels; there was no danger of their tires expanding. Plenty of oil was always present on the tender wheels, and the blue smoke sure rolled.

The little Mallets were quite different in this respect. Being compounds, they were subject to a lot of back pressure; you had to work steam to keep them going downhill.

Unlike some other big roads, the Western Pacific did little or no experimentation with motive power. They took it as delivered, except for some improvements, such as superheating and piston valves on some of the older steamers.

TURNING now to diesel power, the Western Pacific situation is only slightly different from that on most other railroads, particularly from the long grade in Feather River Canyon and on the High Line. When diesel-electrics first came it was a pleasure to run them. They were a novelty and seemed to have been built especially for the enginemen. But as time went on they became as dirty as the steamers had been and sometimes dirtier. Inside, the FT's and F-7's were a mass of grease, oil, sand, and fumes. You couldn't wear a pair of overalls on them more than two trips. There is still no improvement.

Not many roads have FT's any more, but there are still a lot of F-7's. In my opinion, the F-7's are the best all-around diesel engines ever built. We have less trouble with them than any of the others. This includes the newer GP-35's, which, while of considerably more horsepower, also have their troubles and are the hardest riding of them all.

It is true that the diesel has lessened the need for track maintenance, and that water and fuel stops now are few and far between. Furthermore, their constant overall speed is greater than that of the average steam engine, although no diesel has ever come near the top speed credited to steam, 127.1 miles per hour on the Pennsy.

Railroads in general needed about 12 or 15 different types of steam engines; they need only one type of diesel. True, many roads use a different type for passenger power because speeds up to 100 mph make a six-wheel truck easier on the track and makes the riding much better. Other than that, high-speed gearing, all that is really necessary is a steam generator for steam heat and cooling. Many freight units also have the latter. They can use as many or as few units as the occasion requires.

You hear talk of the diesel being "automated," but the need for a fireman has not been eliminated nor, in my opinion, even diminished. The modern diesel will automatically open shutters, operate cooling fans, and shut itself down in case of a malfunction; but when overheated it will not cool itself down. The latest models will allow this condition to continue for just so long and then will shut down.

Many other devices operate to protect the diesel and its electrical components, none of which were ever the fireman's responsibility. He could only foresee and forestall situations when they came up and take steps to maintain or restore the power for the engineer's use. These protective devices will succeed only in doing the opposite, shutting the engine down, dead, where it stays until some one gets it started and back to work. The engineer cannot do this and run the train, too. In some malfunctions he can't even locate the trouble unless the unit is under power. So he may haul a $200,000 powerhouse around doing nothing.

As I have said, I prefer steam. Furthermore, I do not believe that the Diesel Age will last anywhere near as long as the Steam Age did, but at this time I cannot predict what will replace it. Maybe electricity. Maybe atomic power. Who knows? ●

Western Pacific Railroad Photograph

Western Pacific diesel 605 has a night switching job at Stockton, California.

Angels Flight Ry., built in 1901, as it looks today, with telephone tower in background. **(See other photo on page 13.)**

Photo by Los Angeles Herald Examiner

Steve Maguire's

TRANSIT TOPICS

THE NEAREST thing to rapid transit in Los Angeles is the Angels Flight Railway, only 315 feet long, that is still operating despite rumors of abandonment. This 65-year-old incline service with a 33 percent slope defies the jinx by carrying riders even though all buildings on both sides of it have been demolished, making it now a starkly naked elevated line, but still useful.

Steve Maguire

In the past years the passengers were residents of Bunker Hill, at the top of the line, who wanted to get downtown at the bottom. At that time the fare was 2½ cents. But a redevelopment program that razed most of the old residences on top caused a loss of those riders. Replacing them are many persons who drive to parking areas and then, for the present nickel fare, take the cable cars to their offices near the downtown end of the line.

On one side of the old tramway office is a sign reading, "Owned and preserved in operation as a historical monument of the City of Los Angeles by the Community Redevelopment Agency of the City of Los Angeles." If, at some future date, pressure should force the demolition of this line, it's a safe bet that someone will buy the entire operation and move it to a more advantageous site.

UNEXPECTED by-product of the new rapid-transit extension which Cleveland Transit System is building to the Cleveland Hopkins Airport may eventually be the use of post office mail cars on rapid-transit trains, according to studies that postal authorities are making. We learn this from Alfred J. Kleinsmith, 1378 Brookline Dr., Cleveland, 21, Ohio.

Present site of the old Cleveland Post Office is considered obsolete. Among the plans under discussion is one for a new main post office near Kingsbury Run and Cleveland Transit tracks. A postal substation also may be provided at the airport. Thus, the fast rail link to the airport is said to be an excellent choice for expediting mail. It would certainly be quicker than any other means, except helicopter, which is more expensive.

Cleveland planners also are making studies for possible expansion of the lines southeast into Garfield and Maple Heights.

MONORAIL franchise has been given by the City Council of Niagara Falls, N. Y., to Goodell Monorail., Inc., for an 8-block test line down Falls Street and Erie Avenue from Prospect to Quay Street, writes Bill Gordon, 811 Garson Ave., Rochester, N. Y.

Hoping it will be the start of a monorail that will run to Buffalo and even as far as Toronto, the firm must begin construction within six months. The cost will be about $3 million. Two paral-

lel lines will be suspended 30 feet above ground on concrete supports. American Machine & Foundry Co. (AMF) also sought the franchise so they could move their World Fair monorail to the Falls, but were turned down.

In nearby Buffalo, traffic adviser Henry W. Osborne is asking that city to build a 40-mile subway system, with one line to Niagara Falls. At cost of $800 million, he feels that Buffalo has no choice but to build a transit network. He cites the city's rise in population above the million mark, and hopes construction can start by 1970.

With urban density of the area second only to New York City and with suburban density second only to Los Angeles, the Niagara Frontier area would seem to merit a subway system.

SKYBUS, the experimental line in South Park, near Pittsburgh, Pa., did not have enough cars in service to meet the County Fair crowds over Labor Day, due to a strike of Westinghouse Electric workers who were building the cars, reports Jim Cerny, 1022 Province St., Pittsburgh.

The two-mile elevated route, fully automated, operated by the Port Authority of Allegheny County, is primarily a test route for possible use in rapid transit of the future, in which Westinghouse hopes to thus provide the answer to the many problems of the hilly Pittsburgh area.

This comment comes from Ivan Saunders, 902 Johnston Ave., Pittsburgh: "The Skybus is merely an attempt to combine the advantages of a fixed route such as railroads use with the rubber-tired vehicle. It cost nearly $8 million to put up a thing that goes really nowhere and does nothing. It might have some value in an area where terrain is flat and there are no bridges. The Skybus, however, runs only on its own elevated right-of-way and cannot cross streets at grade but must go over or under.

"As for talk about replacing the Drake-Library rail routes with this thing—is somebody kidding? When it got to the present tunnel under Mt. Washington, what would it do? Even worse, when it emerged at the north end and could not cross Carson Street at grade and also had to reach the Smithfield Street bridge and get into downtown Pittsburgh, then what?"

PROBABLY the last operating piece of motive power of the old Dan Patch Line (see feature article in our August issue) is a locomotive—still carrying the same number, 100—that rolled off a General Electric assembly line in 1913. She was placed in pioneer operation as the first locomotive with an internal combustion engine to power an electric drive along the same lines as the diesel

Some of the equipment now being operated by the Port Authority of Allegheny County, photographed on a recent fantrip. (Top photo) Cars 1693 and M-454. (Other picture) No. 1676 passes the M454 on North Side's Perrysville Avenue.

Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

Relic of old Dan Patch Line: loco 100 on Minneapolis, Anoka & Cuyuna Range.

General Electric Co. photograph

Russell F. Monroe, 87 Jersey St., Marblehead, Mass.

Trolley from Hamburg, Germany, is now on Seashore Electric. **(See next page.)**

electric motor that is common today.

In 1918 the Minneapolis, Northfield & Southern absorbed the Dan Patch Line, and No. 100 was sold to the Minneapolis, Anoka & Cuyuna Range interurban that ran 20 miles north from Minneapolis to Anoka. The MA&CR removed the gas engines and generators and rewired the 100 as a straight electric locomotive. There she ran under a trolley pole through World War II until 1957, long after passenger service was gone from the shortline.

When in 1957 the MA&CR decided to convert its electric line to diesel, it found that the cab of the 44-year-old locomotive was more than adequate to contain a diesel engine and generator. Rather than buy a new locomotive, they put the oldtimer back into freight service, still carrying its original Dan Patch Line number on the now-shortened MA&CR. Thus she remains today, almost unbelievably, still in freight service.

A FEDERAL grant of $5 million by the Home & Housing Finance Agency has been approved to help buy 44 new cars for the Port Authority Trans-Hudson tubes connecting Newark, N.J., with New York City. The cars will be required by the rerouting of all Jersey Central trains to New York from the old Jersey City ferry terminal to the Pennsylvania Railroad station in Newark, from which riders will use PATH transit trains to the big city.

The grant also includes the renovation of 47 older cars, the last new ones placed in service only a few years ago by the predecessor company, the Hudson & Manhattan Railroad. An additional $3.6 million was given to pay much of the cost of rerouting CNJ trains via Lehigh Valley tracks to Newark's Pennsy station. This will bring an estimated 12,000 more daily commuters to PATH trains, at the expense of the old ferry service across the Hudson River, which will be discontinued.

Trolley Museum News

THERE is joy today at Kennebunkport, Maine, where the Seashore Electric Trolley Museum is located. Back in 1963, a German exchange student named Karl Leimach visited the place. After returning home, he wrote to ask if the museum would like to have a tramcar from the single-tracked line in Hamburg, Germany. The reply was "Yes, of course," but at the time nobody connected with the museum really expected to get it.

Early this year the members were surprised and delighted to learn that Karl had persuaded the Hamburg Hochbahn A.G. to donate car 2710 to them. Not only that, but he had arranged with the German Consulate that it be shipped to Kennebunkport in a freighter, without cost to the museum! Last June the car arrived in Boston. After being exhibited at several shopping centers in Massachusetts in connection with the promotion of German agricultural products, it was sent on to the museum and immediately went into service there.

Extension of the Seashore tracks, which had been held up by a transmission line of Central Maine Power Co., will now be possible, since the trustees have authorized payment of the cost of relocating more than 2000 feet of poles that blocked the right-of-way. The new extension should be in operation late this year. Donations are needed to pay for this expensive work.

Another current Seashore project is acquisition of the well-preserved body of ex-Portland-Lewiston Interurban car 14, the *Narcissus*. This is the last Maine car-body still in good enough condition for restoration.

SOUTH PACIFIC Electric Railway Museum, operating one-half mile of trolley track in a National Park near Sydney, N.S.W., Australia, is carrying an average of 500 riders each Sunday. The line has been in service since its official opening last March 13th, writes Ken McCarthy, 155 Parkside Dr., Dapto, N.S.W., Australia.

Its equipment comprises 15 ex-Sydney trolleys, representing different types of trams dating back to 1896, including U.S.-built Brill cars; a Brisbane car, and a railbus. A 24-page brochure describing in detail the equipment can be had for 35 cents by writing SPER Co-op Society Ltd., Box 103, G.P.O., Sydney, N.S.W., Australia.

The museum group publishes a monthly bulletin, *Trolley Fare*, but copies are limited in number and no back issues are available. From one issue we learn that several tramcars from the now-abandoned lines in Leeds, England, that had been stored awaiting preservation were destroyed in a fire and had to be scrapped.

FROM the Orange Empire Traction Museum at Perris, Calif., its monthly *Traction Gazette* reported that the temperature July 4th was 110 in the shade but cooled off to 104 degrees the next week-end, with this comment: "If that drained your courage, just remember you could be back East where they have drippy *humidity* while our own heat is dry desert air."

Remember the old Sacramento Northern interurban line? We see motor 654 eastbound crossing the Sacramento River into Marysvile, California.
Lollie Owen, Newcastle, Calif.

ARDEN Trolley Museum, near Washington, Pa., has installed a new selenium rectifier power plant, replacing its older rotary converter. This was acquired through the members' efforts, particularly Tom Parkinson, a Westinghouse Co. employe. The group is running fantrips with a high-floor trolley, formerly Pittsburgh Railways No. 4115, now M454, restored with seats and repainted in the old orange of its original owner, which stopped using such cars in passenger service in 1936. Income from the fantrips may help to pay for the new power plant.

Last summer several of the museum's trolleys, including the single-trucker M1 of 1894 vintage, were damaged by an accident. Members have been working to repair them.

THE ELECTRIC locomotive that had been stored for years at Cook's Brewery in Evansville, Ind., after juice ended in the plant there, has been moved to the new trolley museum at Noblesville, Ind.,

reports William Millsap, Box 168, Robinson, Ill. This motor was formerly Evansville & Ohio Valley Ry. 154, and on abandonment of that line about 15 years ago it was sold to the brewery.

WE WELCOME news of all trolley museum lines. If you feel that your group has not had proper coverage in these pages, just ask your publicity man to keep us posted. Or send us news yourself in a personal letter.

New Electric Publications

Curved-Side Cars Built by Cincinnati Car Co., by Richard and Birdella Wagner, 120 pages, 8½x11″, illustrated, soft cover with spiral binding, was published by Wagner Car Co., 50 Euclid Ave., Cincinnati, Ohio 45215. Price $9. Here at last is the complete story of Cincinnati's famous curved-side light-weight cars, built in the 1920's. These cars are often referred to as "rubber-stamp trolleys" because all 400 of them were similar in appearance. The distinctive curved side was a means of giving the light-weight body structural strength. Since the Cincinnati Car Co. had the patent on this design, other builders could not use it.

The book's authors have compiled data on each order for these cars from 1921 to 1929, including diagrams and builder's photographs from the company's files.

A brief coverage of the rubber-stamp cars appeared in our June '46 department. Bill Middleton had an article on the same subject in *Trains* magazine last July.

The Streetcars of New Orleans, 1831-1956, is Volume 2 of the Louisiana Street and Interurban Railways series. Written by E. Harper Charlton and Louis C. Hennick, it has 300 pages, 8½x11″, illustrated, cardboard cover with thread binding, and can be had for $5.75 from Louis C. Hennick, 2124 Fairfield Ave., Shreveport, La. (Limited edition of 100 copies with cloth binding, $8.)

Trolley-wise, New Orleans is probably America's most interesting city. The authors covered this subject by digging back to 1831 records. This book covers each of the city's street railways and car types from the beginning of mule-car operation to the present. There are maps, car diagrams, and very old street scenes, not previously published. Imagine a view of Canal Street with electric cars, mule cars, and even a steam dummy, all running at the same time! The first New Orleans street railway abandonment occurred in the spring of 1836. There were others in the 1840's, 1878 and early 1900's. The book's regular edition is limited to 1000 copies, with 100 in a deluxe hard-cover edition.

This is BART, a 42-page feature story on the new San Francisco rapid transit system that is now being built appeared in the Summer '65 issue of *The Record*, a magazine published by Fireman's Fund Insurance Co. A copy was sent to us by Bill Penny, 2770 S. Perry St., Denver, Colo. 80236. Bill says this interesting booklet with photos in color as well as black and white, can be had from any Fireman's Fund insurance agent.

Berlin Street Railway, by O. R. Cummings, 27 pages, 8½ x 11″, illustrated, was issued as the Spring edition of Electric Traction Quarterly, published by James D. Johnson, P.O. Box 52, Wheaton, Ill. This short story of a small electric line connecting Berlin with nearby Gorham, N.H., includes photos of trolleys in the last years of operation.

Switch Key

FICTION STORY BY

R. H. MOORE

WITH one foot resting on the brass rail, Johnny Conners, better known as "Switch Key," stood at the Johnson Bar swapping talk with Gus Johnson, the pot-bellied, walrus-mustached proprietor. The low rambling saloon was crowded with cowpunchers, construction workers, and "rails." Clouds of tobacco smoke hung against the grimy ceiling.

Johnny was a young boomer, out of work but well dressed. Somewhat smaller than the average, his compact and muscular body was garbed in a rather flashy tailored suit. A light fedora hat tilted at a rakish angle over his keen, challenging, blue eyes.

Switch Key was an enigma. Regardless of financial status, you'd always find him smartly clothed. When Johnson reproached him for extravagance, the answer was:

"Listen, Gus, I may blow in a lotta dough for clothes; but I always land a job, don't I? These guys who spend all their stake before they start lookin' for

A RAILROAD classic copyrighted 1941 by Popular Publications, Inc.

work, and then show up lookin' like a bum, they just don't know psychology."

The Johnson Bar at Fort Worth was run by a retired engineer in the golden age of steam, before the first World War. It was a favorite hangout of home guards as well as boomers.

Strung on a wire over the back-bar was the choice assortment of switch keys that had given Conners his nickname. For years Johnny had made a hobby of collecting switch keys, saving each new acquisition until he happened to visit Johnson's saloon; then he'd turn it over to the proprietor as a free gift to add to the exhibit. This attraction drew quite a bit of business to the gin-mill. Gus Johnson had to keep a sharp watch on his trophies to prevent their ownership from changing hands. Right now he was listening to Johnny Conners.

"Yeah," Switch Key declared, "I woulda been okay if I hadn't got in that crap game at Dallas. They took me for a cleanin', and that put a crimp in my groceries. It'll be three weeks before the stock rush begins, but meanwhile I gotter eat."

"Well, three weeks ain't much," conceded the owner of the thirst emporium. "I guess you can grab some free lunch on the house now and then if you don't go too heavy. Reckon I owe you somethin' for them switch keys."

At that moment a portly individual walked in and, looking around, asked the assembled crowd:

"Any engineers or firemen here looking for a job? If there is, go down to Enson. The Old Hickory needs men."

Switch Key looked at the speaker. "How come they are short o' help at this time?" he asked. "The stock rush ain't even started yet."

"Well," said the big guy, "the Ol' Hickory has always been a home-guard outfit. They've had regular engines ever since the road was built. Well, now there's a lot of business and they were short o' power, so they had to put the engines in the pool. Then all the hoggers and tallowpots got sore and reported sick, and now the road is tied up for lack of engine crews. The Ol' Man is hiring anyone he can get hold of."

Gus turned to Switch Key, whose railroad repertoire included firing as well as switching and braking.

"There's your chance, fella," he said. "If I was younger I'd try it meself."

"Sounds phony to me," Johnny replied glibly. "However, it ain't far over to Enson. Slip me four-bits, Gus. I'll return it one o' these days."

"Take a buck," the saloon-keeper offered generously. "Four-bits won't do."

He glanced at the growing collection of switch keys. Then he rang up a "No sale" on the cash register, took out a silver dollar, and handed it over.

"Thanks, pal!"

From behind the bar Switch Key picked up his handbag, in which he always carried a clean suit of overalls, gloves, and work shoes. Then he went out the front door and swung jauntily down the street.

GOING to the nearest yard office, Johnny Conners studied the board. An extra was marked to leave at five o'clock the next morning.

"Plenty of time," he yawned.

He ambled over to the switch shanty and dozed for a few hours. He awoke in time to see a string of rattlers with the engine already coupled on.

Walking down to the smoky end, he came upon the fireman, who was spreading his fire and getting her in shape to hit Saganaw hill which began just after leaving the yard. Switch Key flashed his card showing paid-up membership in the Brotherhood of Locomotive Firemen and Enginemen, and asked for a ride.

The fireboy shook his head. "The skipper we're pulling won't even take his mother's picture in the crummy. But I can probably square you with the head brakeman. The hogger is a good guy and you can ride on the engine if you want to. But don't ruin those good clothes. Better pick an empty. Where are you from, anyhow?"

"Everywhere," the boomer said breezily. "I play the field in everything: railroads, the ponies, and the women."

The CH&T, affectionately nicknamed "Old Hickory," was indeed a home-guard pike. One of the pioneer railroads of Texas, it had long since established the custom of hiring its men from its own terminals or from towns along the right-of-way.

So with the coming of boomers for the first time in the road's history, a none-too-pleasant feeling existed among the local men, who had a prior right.

"Bull" Dugan, head brakeman of the train that Switch Key was riding, was a home guard of first water and a "no-bill" as well. He had no use for boomers nor the Brotherhood, and often said: "Why in hell should I belong to the Stingers? I git as much pay as any of them do and I ain't shellin' out an assessment for it, either."

"The Stingers" was, of course, the Brotherhood of Railroad Trainmen, so termed because of the large B (bee) in their monogram, while a "no-bill" was a non-union brakeman.

So when the fireman hit Bull for a ride for the newcomer, the local man demurred, saying: "The tax on this pike is a dollar a division. I ain't haulin' hoboes for nothin'."

"But this gent is no hobo," the fireman persisted. "He's a railroad man and riding on his card."

"I can't eat a card," said Bull. "It takes cash to buy beans. A buck or he walks."

"Now see here, Bull, the skipper won't haul anybody in the crummy, but he knows you fellows have a lot of boxcar passengers and he never squawks. Suppose you lose this job, you don't figure on paying out railroad fare while you're looking for another, do you?"

Bull grunted. He realized the justice of this argument, so he grudgingly said: "Well, okay. Tell your bum to load in that head empty, but to keep outter my sight. I'll haul him this time."

INSIDE the car, Switch Key arranged a couple of newspapers to protect his clothes, the one thing he was fussy about. Then he bedded down and proceeded to take things easy, listening to the old familiar music of steel wheels clicking merrily over rail-joints.

In due time they pulled into the yard at Enson. Unloading with alacrity, he looked around for the nearest beanery, spotted the Railroad Man's Cafe, and ambled over to replenish his bread basket before striking the Old Man for a job. He slid into a seat at the counter. A saucy blonde with golden ringlets and indigo eyes showed as perfect a set of teeth as you ever saw in one smile.

"What'll it be, Romeo?"

"Anytime you say, sister," Johnny shot back. "Meanwhile, I'll take the thirty-cent special breakfast, ham and eggs with all the trimmin's."

That gal was shapely any way you looked at her: a fine pair of breasts and an impudent posterior, not to mention the pretty face.

After finishing his breakfast and paying the bill, Switch Key walked over to the master mechanic's office. He entered and glanced around. Seeing no one except the chief clerk, he asked with a confidential grin:

"Master Maniac in?"

The clerk grinned also. "The Old Man is just about nuts over this epidemic of 'sickness' among the engine crews. No, he ain't in. You'll find him around the shop somewhere. What's on your mind?"

"Looking for a job. I heard in Fort Worth that you was short of men."

"I'll say we are. What line do you follow, Mister—?"

"The name is Johnny Conners. I'm a tallowpot, mostly. Here's my letters," and he produced a long yellow envelope.

The clerk barely glanced at it. "I don't do the hiring, Mr. Conners. You'll have to see the boss."

"What's his name? And what kind of lookin' guy is he?"

"Well, it's Judson T. Gorman. The first man you see who doesn't look a bit like a railroad official, tie into him, for that'll probably be Mr. Gorman."

The boomer meandered down to the spot where a dozen locomotives were standing around the coal chute and on several tracks leading into the roundhouse. There he found a lanky individual badly in need of a shave and wearing boots. Switch Key observed the disordered clothes, the hat pulled down over his eyes and tobacco juice staining the corners of his mouth.

With his usual self-confidence, Switch Key asked, "Mr. Gorman?"

The scarecrow nodded.

"Hirin' any firemen, Mr. Gorman?"

The boss glared. "Can you keep an engine hot?"

"That's me," the boomer assured him, extending service letters.

The old man did not look at them. Instead, he pointed a grimy finger at an engine which stood over the cinder pit. "Get on 113," he ordered. "She's been delayed an hour and a half now waiting for a fireman. Your engineer is Al Sharpton."

THUS Switch Key Conners entered the service of the Old Hickory without even making out an application. Throwing his grip up in the gangway, he climbed up into the cab. There he found the engineer, bearded old Al Sharpton, who looked for all the world like a hill-billy, dozing on his seatbox, and said by way of greeting:

"All right, Santa Claus, snap out of it! Christmas time is here."

Al gave no sign of Southern hospitality. "Who are you, young whippersnapper?"

Switch Key laughed. "Never mind, pop. You just handle the throttle and the Johnson bar—I'll do the rest. I'm your new bakehead."

Johnny changed his clothes, folding his well-tailored suit, carefully placing it in his seatbox, and donning a pair of clean overalls for the trip.

Al was not favorably impressed. When the old-timer left the roundhouse to couple onto the train, he gutted the engine, throwing sparks in all directions and pretty well demoralizing the banked fire which the new fireman had not yet had a chance to build up. He slammed into the train with an awful bump. Then he climbed down off of the engine to walk back to the yard office and sign for the train orders.

Switch Key, whistling merrily, got out his clinker-hook, and spread the fire. Then he sprinkled the black diamonds where they would do the most good. He had his fire built up, with the pointer right on the 180 mark, with half a glass of water, when Al Sharpton came back with the orders.

After a highball from the skipper, old Al whistled off and yanked her open. The engine slipped a couple of times,

Will you invest an hour a day to take home up to $50 a week?

This spare time shoe business can make big money for you... We furnish everything FREE!

It's just like receiving a "Bonus Check" in your pay envelope every week . . . just for showing folks wonderful Mason Shoes. Many a man sells 2, 3, 4 or 6 pairs of Mason shoes in his spare time and makes himself from $5 to $20 or more extra for 2 or 3 hours of his time. Here's how: At our expense, the 60-year-old Mason Shoe Manufacturing Company will set you up in a profitable "shoe store business." No previous experience, no investment!

Here's Why You'll Make Money!

It's easy because you show nationally advertised footwear that EVERYBODY needs and wants. Our huge warehouse stock of 300,000 pairs of dress, work, sport shoes for men and women gives you a bigger selection than any store in town. You can fit everybody because sizes run all the way from 2½ to 16, and widths AAA to EEEE.

Don't Invest a Cent!
We Give You Sales Equipment Absolutely FREE

You show famous Mason Air-Cushion shoes—good-looking footwear in the latest styles—a line that's far beyond the reach of competition. That's why *everybody* is your prospect. Fill out and mail the coupon below. We'll rush you our free "Starting Business Outfit"! Send no money now or later. Act today!

The Mason Shoe Mfg. Co., Dept.F-870, Chippewa Falls, Wisc.

RUSH FOR FREE OUTFIT!

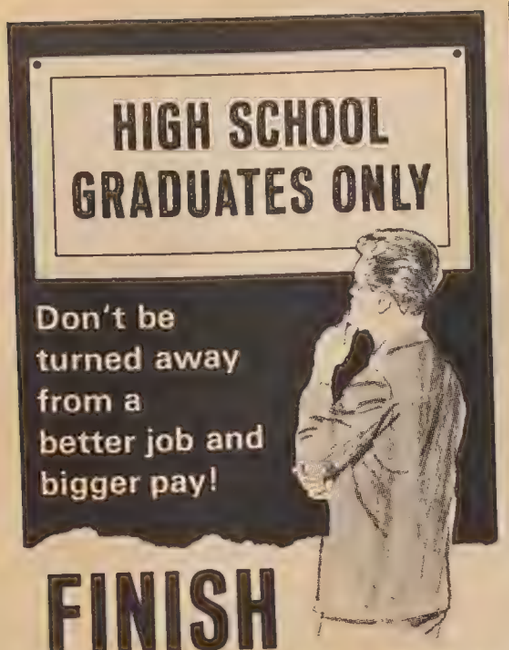
The Mason Shoe Mfg. Co., Dept. F-870
Chippewa Falls, Wisconsin

Please rush FREE and postpaid everything I need to start making money my very first spare hour in my own "Shoe Store Business" I can run from my home.

Name.....
(Please print

Address.....

Town.....Zone.....State.....



FINISH HIGH SCHOOL AT HOME

DON'T miss good opportunities just because you don't have a high school diploma. You can now finish high school at home – during spare hours – without loss of a single day from your present job.

The Wayne High School Program makes home study easy and interesting. You receive individual assignments from experienced instructors. You take everything at your own pace, so you are neither hurried nor slowed down. And in addition to basic high school subjects which qualify you for a diploma, you have a choice of practical vocational subjects which help you get started in one of many profitable fields.

If you've had enough of just working in a rut–if you want to make up rapidly for lost time – if you want to know the feeling of pride and confidence that comes with saying "Of course, I'm a high school graduate," then you should find out right away what Wayne study can do for you. *The cost is remarkably low.*

Send for free illustrated booklet

If you are 17 or older and not now in school, send for the free booklet "How to Finish High School at Home." It contains important and surprising facts about the earnings and success opportunities of high school graduates. It will also give you full details of the Wayne High School Program. Mail coupon to Wayne, 417 S. Dearborn, Chicago, Illinois 60605.

WAYNE SCHOOL
Dept. 48-526, 417 South Dearborn St.
Chicago, Illinois 60605

Please send free illustrated booklet
"How to Finish High School at Home."

Name .....

Address .....

City & Zone ..... State .....

County ..... Age ....

WORKING HOURS

Occupation ..... A.M. .... P.M. ....

612

then gripped the rail as she settled down to work.

The first fifteen miles out of Enson was practically level. It did not take long to get 'em into a swing and Al soon had 'em rolling. Switch Key, poised as lightly as a gull on the rigging of a ship at sea, swung his lithe body with the engine as she swung around the curves, gaining speed with each revolution of her sixty-inch drivers.

The needle hung within two pounds of popping point. Johnny fanned the firedoor as the pops sizzled a preliminary warning, prior to letting go. Softly whistling "In the Good Old Summertime," a popular air of the day, the young boomer accepted life with his usual nonchalance. He swung the firedoor between scoops and watched with satisfaction the needle hovering between 125 and popping point.

His mind ranged from Gus Johnson's collection of switch keys to the "redhot mamma" he'd met in the Railroad Man's Cafe, and he made a mental note to see more of that gal—a lot more.

At Haxawatchie, where they stopped for water, Al looked at Switch Key with a friendly squint in his weather-beaten eyes.

"Son, you're a real fireman," he drawled. "I'm glad we're hirin' some boomers, for even if they are ornery they sure are railroad men."

"Thanks pop," said Johnny. "I see we are goin' to get along fine."

The trip was made without further incident—a smooth run over the division. From that time on, Switch Key Conners was an accepted part of the personnel of the Old Hickory, the road which hitherto had shunned the boys with itchy feet.

Furthermore, Rosemary Lee, the blonde at the Cafe, became his girl, at least for the duration of his stay on the CH&T. "Love 'em and leave 'em," was the motto of boomers everywhere, and in that respect Johnny Connors was no better than the rest.

WHEN the home guards learned that their "illness" was not going to restore their regular engines, one by one they reported back to work, and the board was soon crowded with men. But by that time a number of boomers had been hired for engine service and the Old Hickory was no longer a home-guard pike. Business had picked up, however; the cattle were moving, and there was plenty of work for all.

Switch Key had been on the payroll for several months. He had formed some pleasant friendships among the crews. Because of his wit and quick repartee he was often invited to social gatherings. A dozen of Enson's girls were sweet on him. Johnny could easily have married some lovesick maiden above his social status.

But Johnny was a rover. He wasn't ready to tie himself down. Not yet. Aside from Rosemary, he didn't give a damn for the entire female population of Enson.

The name Rosemary sounded like a stage moniker. But the name was real and so was Rosemary herself. She and the young boomer fireman were often seen together.

This obvious attachment didn't set well with Bull Dugan, the brakeman who had reluctantly given Johnny a free ride from Fort Worth to Enson. Bull was more than mildly interested in Rosemary himself and made no bones about it.

One sunny September morning Switch Key drifted into the beanery. Rosemary flashed her usual smile in asking for his order.

"Well, bright-eyes," he said, "you can make me happy by trottin' out a grunt on 'a couple o' cackles."

"And how will mamma's darling have his cackles?" she purred, referring of course to eggs.

"Hard-boiled, like the hasher who is servin' them," Johnny grinned.

Ignoring this comparison, Rosemary lowered her voice and said:

"Bull Dugan was in here last night, and when I turned him down for a date he made some nasty cracks about you. Bull is pie-eyed with jealousy. He was popping off about what he was going to do to you. Keep your eyes open, honey."

"Blah!" said the boomer. "Why, I can run rings around that guy at any game he wants to play."

"I know you can, Johnny," Rosemary said with admiration, "but Bull is a dirty fighter."

SWITCH KEY tossed off the warning with a jest and promptly forgot it. He'd met plenty of four-flushers and bullies in his jobs on the high iron from Canada to the Gulf of Mexico, and he knew how to handle them.

Two days later he came face to face with Dugan leaving the yard office.

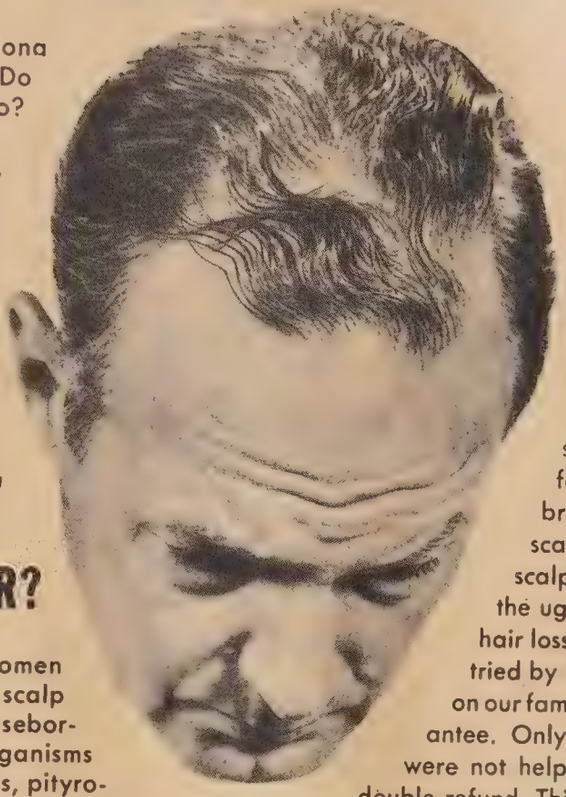
"Hello, Bull!" he greeted.

The brakeman glowered. "Hello yourself, Mr. Wise Guy! Say, I'm givin' you a little tip: Stay away from Miss

IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald — needlessly — because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permament damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Here's the Proof!

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
E. K., Cleveland, Ohio

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
C. La M., Philadelphia, Pa.

After using Ward's for only 12 days, my hair has stopped falling out.
R. W. C., Cicero, Ill.

I am tickled to death with the results. In just two weeks' time—*no dandruff!* *W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone.
J. M. K., Columbus, Ohio

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This swift germicidal action has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance.

Why not join the men and women who have successfully ended their troubles? Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days—with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1963

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

H. H. Ward & Co., Inc. Dept. 3411-H
19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name .....

Address .....

City..... Zone..... State.....

☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus 76 cents in postal charges (save the 76 cents by enclosing $2)
☐ Send triple size for $5. You save $1.
Canadian, foreign, add 50 cents — No C.O.D.

DOUBLE MONEY BACK GUARANTEE

October ARGOSY

on your newsstand now

THEY'RE GETTING AWAY WITH MURDER!

Undetected Homicides

TOM HARMON'S PRO FOOTBALL ALL-AMERICANS FOR 1965

Secret Code Map to the Jesse James Treasure

BOOK BONUS THRILLER

"FOR KICKS" by DICK FRANCIS

November ARGOSY

coming soon

SHEPPERD TALKS!

"Dr. Sam's" own story of how Marilyn was killed, and by whom

BUY TIRES LIKE A PRO

How experts save $$$ on tires

NEW CLUES TO THE LOST PADRE MINE

PLUS BOOK BONUS THRILLER

Lee. She was my dame long before you bummed your way down here on a phony card."

Switch Key's retort was cold and hard. "I wouldn't say that again if I was you, Mr. Dugan. I'm liable to forget I once promised my mother never to wipe my nose on a lousy no-bill."

The brakeman's beefy face flushed. He hunched his big shoulders, doubled his fists. Then he growled: "Well, I'm tellin' yuh for the last time," and turning on his heel, he stalked away.

The next morning Johnny was called for the southbound local with Al Sharpton. It was a tough job, for the cotton season was on and the average run over the division was from eighteen to twenty hours. This was before the "hog law" limited the hours of continuous service. Their engine was the 113, a fast 4-6-0 type.

Al had already arrived and was filling the rod cups when Switch Key showed up. The latter drained the lubricator and, while waiting for it to cool, got out his clinker-hook and spread the fire. Al threw the rod-cup wrench up in the gangway and said: "Give me the hand-oiler, will yuh?"

The fireman did as requested. Al climbed into the gangway and handed him the oil can to fill and wipe off before leaving the roundhouse track to couple onto the train.

Just then their head brakeman, who proved to be Bull Dugan himself, showed up for the engine. Stepping on the pilot-blade on the right side, he gave a vicious come-ahead signal.

They left the coal-chute track to back down in the yard. After they had backed into the train, a car inspector coupled the hose. Al Sharpton got off of the engine and walked over to the yard office. Bull did not come near the engine; he sat on a pile of cross-ties near the track picking his teeth as they waited for leaving time.

Al returned shortly with the orders. He climbed up into the cab, handing Johnny the tissues to read while he made the air test. Then, receiving an okay from the inspector, he whistled off, and after a highball from the conductor he opened the throttle. They headed out of town.

Being autumn, the weather was still mild. Just the kind of day when a guy wants to sprawl out in the apple orchard behind the Railroad Man's Cafe with his best girl, watching the patches of sun and shadow play tag across her face. But instead there was a train to get over the road, and Switch Key resolutely pushed all thoughts of romance from his mind.

Bull did not ride the cab but on the deck of a reefer a few car-lengths back. Setouts and pickups were light for the first thirty miles. They rolled along in good shape until they reached Maxie. Business there was heavy.

MAXIE sat on top of a hill from which the grade descended in both directions. The local freight headed into the passing track and ground to a stop. The conductor made his customary visit to the telegraph office, where the agent handed him the switch list. After a glance he passed it on to the swing brakeman, who gave it more thorough attention. The swing man then shoved it into his hip pocket, gave a signal, and the work at Maxie began.

After they had been switching for about an hour, the swing man said to Dugan: "Bull, come to the north end of the house track with the hog and head onto that flatcar loaded with telephone poles. Tie into it, then stand there. Number Six is due out of Cana in about ten minutes. When she arrives, come out with that car and spot it on the team track near the telephone office."

They backed down, heading in on the house track and pulling to where the flatcar stood. Standing on the pilot-blade on the engineer's side, Bull gave a signal to couple into the car.

In coming to a stop just when coupling into the car, the engine struck a greasy spot where some oil car had been leaking. The drivers locked and the old girl skidded, hitting the car faster than was intended. This knocked the chocks from under the wheels; and since the coupling failed to make, the car rolled ahead. There was no derailing switch at the south end of the house track, so the car wheeled toward the main line.

Dugan gave another signal, and again Al bumped into it; but for a second time the coupling failed to make. The car now began rolling faster down the grade.

The head brakeman jumped off, intending to set the hand-brake and bring it to a stop. He saw, however, that the runaway was now dangerously near the main-line switch; so to prevent it from being run through, he ran ahead and "bent the iron" onto the main stem.

Bull climbed up on the car where the hand-brake was located. Upon attempting to set the brake, however, he learned that the poles had shifted ahead and fouled the brake-wheel, which refused to turn. He tugged and strained,

but the wheel was stuck fast. He could not budge it.

Gathering momentum, the car was now making about ten miles an hour down the grade. Bill climbed on top of the poles and ran to the back end of the runaway. There he gave the engineer, who was following with the hog, a signal to bump it again. Al hit the car another pretty good crack, but for the third time couplings didn't connect.

By now they were a half-mile out on the main line and with the passing of each moment the speed increased. Dugan became panicky. He looked at the fast-moving ground below as though he contemplated jumping off and leaving the car to its fate, but instead of doing so he gave another nervous jerky signal. Again the couplings failed. The car leaped ahead like a living thing.

Dugan stood with his legs wide apart and mouth-open, gazing stupidly at the engine as though incapable of thought. The car, top-heavy from its highly loaded contents, was now plunging wildly down the grade. Bull, unable to stand on it, crouched down and gripped one of the poles and the rear of the car desperately with both hamlike hands. He was still staring in the direction of the locomotive with white face and horror-filled eyes.

MEANWHILE, even before the runaway began, Number 6, a high-stepping passenger train, had passed the last telegraph office. Thus it was impossible for the dispatcher, even if he were warned, to hold them up before they could reach Maxie.

And now, pulled by a dependable 4-4-0, the fast express was whipping along at schedule speed and—unknown to either crew or passengers—was running directly in the path of the runaway flat loaded with ponderous telegraph poles!

Al Sharpton, his veteran eyes strained, the cords standing out in his neck, continued to follow the car with open throttle, vainly trying again and again to make the coupling.

Cana, the first blind siding, lay at the foot of the six-mile hill south of Maxie. The grade ran only about one-half of one percent, with few curves to obstruct vision. There being no block system on that track in those days, no method existed for warning Number 6 of the danger she was rushing into.

Switch Key Conners also was aware of the impending catastrophe. Up till now he had been sitting on the seatbox in Al Sharpton's cab, viewing the proceedings with dramatic interest. The young boomer estimated they were making a mile a minute and decided it was time for him to act.

He got up from the seatbox and climbed out through the front window. Then, grasping the hand-rail with strong muscular fingers, he edged his way along the running board.

Wind shrieked around his ears. With utmost difficulty he kept his footing as the speedy Ten-wheeler raced after the madly fleeing car. As they roared down the hill, rocking from side to side, the bell clapper swinging against its sides seemed to toll a funeral dirge.

Working his way along the running board and holding with a death-grip, Johnny gradually obtained his objective. In rounding a curve and turning right, they struck a low joint. Lurching wildly, the boomer's knees buckled under him as he was thrown free from the running board.

For an awful moment he swung dizzily over thin air. A sickening feeling filled the pit of his stomach. After what seemed an eternity he slowly and by main strength of his young arms pulled himself back to the running board.

Again Switch Key pushed his perilous way toward the pilot. He worked around the air-pump. Still clinging desperately, he managed to get down on the steam chest. Then he hooked his right arm around the front-end boiler-brace and boldly stepped down on the pilot-beam and seated himself there.

Next he felt with his feet for the pilot-blade. After locating this he eased himself down, turning his back toward the direction in which they were running. One hand reached for the pinlifter. Holding it, he pulled the draw bar back into position and opened the knuckle. Then his left hand gave Al the signal to hit 'em hard.

With the old 113 plunging wildly and the pilot swinging with the action of her driving-rods, it took every particle of strength and endurance that Johnny Conners possessed to hang on. But with grim determination he clung to the pin-lifter rod as he waited for the engine to overtake the now almost-flying car.

For some crazy reason, a mental picture of the luscious Rosemary Lee flitted through his brain and the boomer wondered if he'd ever walk through the apple orchard with her again. What a thing to think of, at a time like this!

THE INSTANT Al saw Switch Key's signal, he gutted her. The engine leaping forward, soon overtook the car, striking it with but slight impact. With supreme delight Johnny watched the knuckle close and the lock-pin drop into place. A grin of relief overspread his face as he gave a stop signal.

The bearded old engineer, with almost superhuman strength, grabbed the Johnson bar and threw her into reverse. It was almost a miracle the engine didn't strip herself as this severe strain was imposed on her machinery. But nothing let go. The engine responded nobly, slowing down to a stop.

When her wheels stopped going ahead, she began backing up as fast as steam would move her. Switch Key, still grinning, came back through his front window and dropped to the deck. Then he went building up his fire, which had almost burned out.

Number 6 swung around the long curve just north of Cana at sixty miles an hour. All at once the engineer's eyes popped open.

"What th' hell!" he cried.

He jammed the throttle shut and brought his brake-valve around to emergency. The runner had plenty of cause for surprise, for not a half a mile ahead he saw a freight engine backing up as fast as she would take steam, towing a flatcar loaded with heavy poles. He released his brakes and followed the strange procession until he arrived at Maxie five minutes late.

At Maxie he found in the sidetrack a freight engine with the flatcar. Members of the local crew were talking excitedly. They were making quite a fuss over an undersized fireman.

As soon as he could break away from them, Johnny went to the nearest phone to call the Railroad Man's Cafe. His talk with Rosemary proved to be short and sweet. The apple orchard was back in his mind again. When he rejoined the crew, Bull Dugan stood waiting with a big hand outstretched.

"Put it there, boomer," the brakeman rumbled, "and let bygones be bygones. Yuh sure got guts."

"Skip it," said Switch Key. "I didn't like to see Number Six punctured with them telegraph poles." Then: "Want to do me a real favor?"

"Name it," Bull offered eagerly. "Jus' name it!"

The boomer's blue eyes lit up with a twinkle as he replied:

"Then get me a switch key, brakie. A souvenir of Old Hickory. Wrap it up good in a dollar bill and mail it to Gus Johnson at the Johnson Bar in Fort Worth. Tell him it's from Johnny Conners."

LAUGH CLOWN LAUGH!

put a smile in every child's heart with this

GIANT TALKING CLOWN

$1 PLUS 25¢ POSTAGE & HANDLING

he's a whopping 42" tall!

EVERY DAY BECOMES A CIRCUS DAY WITH THIS GIANT TALKING CLOWN! Almost life-size to thrill every child . . . he's a hilarious 42" tall! He talks, does all kinds of tricks and stunts. How can anyone resist this lovable character! He's a houseful of fun and enjoyment! To make him talk, simply pull the magic sound slide — his words are a delight! Toss him in the air, he bounces on his big feet — wobbling, teetering, swaying, leaning, bending and tilting in every direction — managing somehow to always stay upright. Brightly colored, one-piece quality, molded latex, inflates easily. So, why not put your little ring-master in charge of this clowning performance! Brand new and a terrific gift for every youngster!

SEND $1.00 PLUS 25c HANDLING CHARGES FOR EACH CLOWN. NO COD'S, PLEASE. GUARANTEED TO DELIGHT OR YOUR MONEY BACK! Order now!

HUBBARD HOUSE, DEPT. T-47

183 ESSEX STREET • BOSTON • MASS • 02111

LIRR engineer with name painted on cab of Camelback 4-4-2 No. 1. (One of 547 illustrations in new book, *Steel Rails to the Sunrise.*)

BOOKS OF THE RAILS

STEEL RAILS TO THE SUNRISE: *The Long Island Rail Road*, by Ron Ziel and George Foster, 320 pages, 8x11", introduction by F. Nelson Blount, illustrated; Duell, Sloan & Pearce, 60 E. 42nd St., New York, N.Y., $12.95.

After reviewing hundreds of railroad books over the years, your editor finds that this great volume, *Steel Rails to the Sunrise,* has them all beat in pictorial coverage of any one road. It has 525 photographs, an unprecedented number, and 22 line drawings! These pictures show a wide range of subjects connected with the Long Island—not merely engines and trains, although there are plenty of those, including wrecks. The reproductions are uncommonly good, are generous in size and expertly laid out.

This accumulation of so many different shots of the same road fills us with wonderment. The authors, both less than 30 years old and both enthusiastic, went through the Island with a proverbial fine-tooth comb in their quest of pictures. They checked on libraries, museums, and historical societies. Also private collections, the LIRR public relations department, *Railroad Magazine* files, and photos taken by themselves.

The thoroughness with which they sought and located pix sets a high standard for future railroad historians to follow. But they were not familiar with the great DeGolyer Library in Dallas, Texas (see page 56), which embraces the immense rail-photo "museum" of the late David Goodyear; and so *Steel Rails to the Sunrise* is not additionally enriched by illustrations from that source.

With about 50,000 words of text, this book is by far the most complete LIRR history ever written. Its publication comes within a few months of the time when the line will be taken over by New York State. Besides being the nation's largest commuter road and the only one still operating an all-parlorcar train, the Long Island was the first to try out a locomotive whistle, the birthplace of the "piggyback" concept, and the first to use steel passenger cars. Eight major classes of Pennsy steam power wheeled its trains. Long ago, it also had steamboat and ferry services.

Despite the book's unappealing jacket, its failure to show a portrait of any Long Island official, past or present, and its unfortunate lack of an index, we predict a phenomenal sale for *Steel Rails to the Sunrise.*

(Continued on page 52)

INCREASE YOUR MIND POWER!

101 HOW TO HAVE CONFIDENCE AND POWER

$2

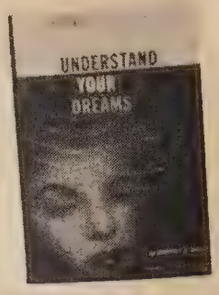
Tells how to get people to say "yes" to you. Gives basic secret for influencing others that can return you handsome dividends. How to control the attitudes and actions of others without their realizing it. Reveals subtle, clever ways you can create a strong first impression. Valuable secrets for attracting people and winning friends.

102 THE SECRET OF BOWLING STRIKES

$2

Here's the key to getting more strikes and higher scores. Here's a unique book that shows and explains how you can bowl strikes. For the first time "the secret of the strike ball" has been analyzed. This remarkable new technique is thoroughly explained and can be easily understood.

103 HOW TO UNDERSTAND YOUR DREAMS



$2

This book will teach the reader something about his dreams. "The apparently innocent dreams," points out Freud, "turn out to be quite the reverse when we take the trouble to analyze them." This book analyzes actual dreams and explains what you can find out by your own dreams. Fascinating and interesting.

104 MIND OVER PLATTER

$2

The secret of sticking to your diet is revealed. Here, at last, is the key to sticking to your reducing diet. Enables you to maintain your ideal weight. A famous medical doctor tells and shows you how he successfully treated 2,000 overweight people. If you have tried to lose weight and failed, read this book.

105 YOU CAN ANALYZE HANDWRITING

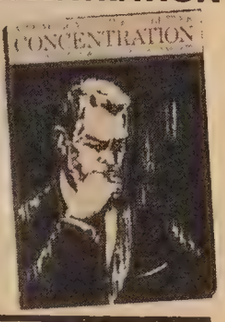
$2

A practical tool for self-knowledge and personal power. A complete course in graphology, based on simplified methods. Includes scores of carefully-analyzed samples, emotion matcher, graphoguides, and other aides. Carefully arranged for step-by-step progress.

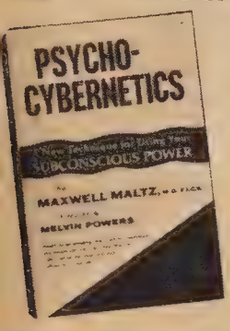
107 PRACTICAL GUIDE TO BETTER CONCENTRATION

$2

You are shown how to improve your powers of memory and concentration so that you can easily remember names and faces as well as master any subject. Concentration is an acquired power and anyone with normal intelligence can acquire it. You can too.



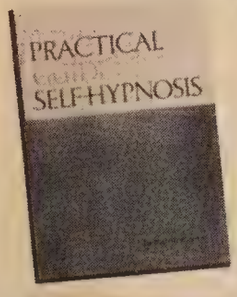
108 PSYCHO-CYBERNETICS



$2

This book shows and clearly explains a new way to get more living out of life. This book is considered by many to be the best self-help inspirational book ever written. It deals with the new science of self image psychology. Tells how to tap your hidden power within you.

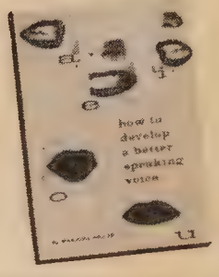
112 PRACTICAL GUIDE TO SELF-HYPNOSIS



$2

This book is written in terms that can be easily understood by the layman. The instructions should afford the reader a means of acquiring self-hypnosis. The necessary material is here. The reader need only follow the instructions as they are given. You can acquire a more rewarding, well-adjusted and fuller life.

115 HOW TO DEVELOP A BETTER SPEAKING VOICE



$1

Release your voice and find your true personality. This book teaches you how to win success with your voice. You can put new strength and magnetism in your voice. Your voice can be good and command respect. Teaches to improve the tone quality of your voice.

116 HYPNOTISM REVEALED

$1

The author shows you step-by-step how you can easily master this fascinating science. He gives you the exact words that are used to induce deep hypnosis. You are shown how hypnosis is used to cope with many problems. You'll also learn how to hypnotize yourself.

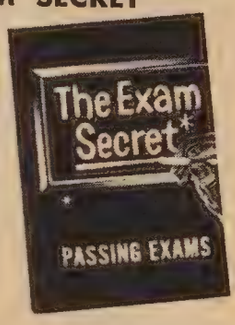
117 MENTAL POWER THRU SLEEP SUGGESTION $1

There is abundant scientific evidence that the subconscious functions while we sleep. Sleep-suggestion is a remarkably efficient way of directing suggestions to the subconscious during sleep. A method has been devised that makes it possible during restful hours of sleep. A most unusual and thought-provoking book.

118 THE EXAM SECRET

$1

Gives you astounding new study techniques. Pass every test you take. Exam nerves? Away with them. Novel but tested methods clearly explained. Hit your target every time. Every page contains new ideas for gainful study. Shows you short cuts to learning. Astonishing results!



123 MAGIC OF THINKING BIG $2

Don't gamble on your chances for success and riches. You can skyrocket your income! You can multiply your money-making power. You are given a unique and proven way to achieve a higher income, financial security, a prestige job, power and influence and greater enjoyment in living.

30-DAY TRIAL PERIOD
MAIL NO-RISK COUPON TODAY!

WILSHIRE BOOK COMPANY Dept. 3337
8721 Sunset Blvd., Hollywood, California, 90069

Gentlemen: Please send me postpaid the books I have circled in this coupon. If I am not completely satisfied, I will return the books within 30 days for a full refund.

I am enclosing my check ☐ cash ☐ money order ☐ for $_____

NAME _____
(Please Print)

STREET _____

CITY _____ STATE _____ ZIP CODE _____

101	108
102	112
103	115
104	116
105	117
107	118
123	

CALIFORNIA RESIDENTS PLEASE ADD 4% SALES TAX

yours for 1/30th the cost of diamonds!

Capra Gems

. . . hand-cut, hand-polished, hand-selected

Get full facts, FREE, on man's most amazing discovery by modern science — CAPRA GEMS. A miracle of science described in recent issues of Saturday Evening Post and Reader's Digest. They're more dazzling than diamonds, yet cost much less. CAPRA GEMS' refractive quality is actually higher than diamonds! Brilliantly beautiful, dazzling CAPRA GEMS are hand cut, hand polished and hand selected . . . priced within the reach of all who love fine gems. A 1-carat unset diamond stone costs you approximately $1000. A comparable choice selected, 1-carat CAPRA GEM is yours for $27 . . . and can be bought on small easy payments.

GET THE FACTS NOW . . . Valuable illustrated booklet shows a wide selection of men's and women's rings. Gives full details, including prices and settings . . . shows all CAPRA GEMS actual size. Limited supply, so send today without delay. No charge, no obligation. Get all the facts on CAPRA GEMS . . . more dazzling than diamonds.

Send No Money! Mail Today

CAPRA GEMS CO. Dept. A-115
P.O. 5145, Phila. 41, Penna.

Name .....

Address .....

City..... Zone..... State.....

NEW Free Home Trial Plan Lets You

CLEAN UP A FORTUNE—

Even While You Sleep

by Letting Housewives see How DuraSani Eliminates the Most Hated Bathroom Chore of All—Cleaning the Toilet Bowl

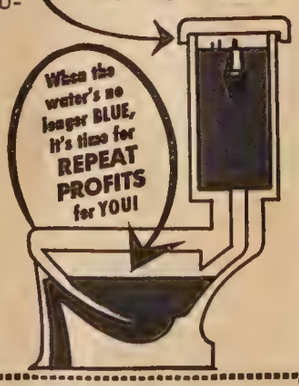
DuraSani men find it so easy to make money. Why? Because they do it without even asking the prospect to buy. All they do is offer Free Home Trial and let DuraSani sell itself . . . then call back and pick up easy orders. Fantastic? Not at all. Just give the sample DuraSani AUTOMATIC Toilet Bowl Cleaner demonstrators (which we provide at no cost to you) to 2 housewives on every block in your town and ask them to use them FREE and with no obligation for 7 full days. Return a week later and pick up orders from 9 out of 10 housewives on the block and pocket $10.00, $15.00 and even more on the spot. Fantastically easy. Repeat orders are AUTOMATIC, and referral sales Pyramid your Profits.

No competition—sell for only $1.98 and make up to $1.08 profit on each one

DuraSani cleans and deodorizes toilet bowl every time toilet is flushed. And DuraSani is so economical—no more bowl brush or cleansers. You'll get no price resistance when you offer DuraSani at $1.98 each. It's worth many times the price to housewives who despise toilet cleaning chore. Best of all, you make as much as $1.08 on every DuraSani you sell. A 2½ bath home needs 3 DuraSanis. Make as much as $3.24 on every call. Earnings of $8.00 an hour and more are not unusual.

Exceptional Earnings Are Possible

The demand for DuraSani is practically unlimited. Top men report profits like these: Ehlers of Nebraska—$18.00 in his first three hours. Roberts of California—$259.00 in 2½ weeks. Ellis of Kentucky—$20.10 for every hour devoted to selling DuraSani. Lyman of California—averaged $6.60 per hour. Meadows of North Carolina—$51.60 profit in two days, and only worked a few hours each day. How about YOU? How much can you make?



MAIL COUPON TODAY

If you'd like to make more money spare time or full time—you owe it to yourself to investigate DuraSani. We'll send you illustrated Sales Kit containing everything you need to make good money from the very first day. Rush your name and address for Free Money-making Sales Outfit.

MERLITE INDUSTRIES, INC.
(DuraSani Div.)
114 East 32nd St., New York, N. Y. 10016

Merlite Industries, Inc. (DuraSani Div.)
Dept. LF-6, 114 East 32nd St., New York, N.Y. 10016
Rush money-making DuraSani Automatic Toilet Bowl Cleaner Illustrated Sales Kit prepaid. FREE and without obligation.

Name.....

Address.....

City.....State.....ZIP Code.....

In Canada: Mopa Co. Ltd., 371 Dowd St., Montreal 1, Que.

BURLINGTON ROUTE: ***A History of the Burlington Lines,*** **by Richard C. Overton, 704 pages, 6¼x9½", illustrated with 32 pages of photoes, also numerous maps and charts, bibliography, index, Alfred A. Knopf, 33 W. 60th St., New York, N.Y., $10.**

Weighing slightly over three pounds, *Burlington Route,* we are told, "is a distillation of a 2,375-page, fully-documented, typed manuscript covering the first century of the Burlington's existence." In writing this book, "Professor Overton, a railroad buff and Burlington executive for six years tapped more than 18 tons of source material."

The figures are impressive. Those 2,375 pages of typescript have been condensed to 704 printed pages; the 18 tons of information are boiled down to a mere three pounds! We are appalled at the enormous amount of work involved. The author, who spent 15 years on it, was born in New Jersey but is now a professor of United States history at a Canadian university. He has authored two other railroad books: *Burlington West,* which deals with colonization, and *Gulf to Rockies,* a history of the Fort Worth & Denver and the Colorado & Southern.

Burlington Route was written for the general reader. "Because it is," says Overton, "specialists such as economists, financial experts, labor and agrarian historians, lawyers, railway and locomotive fans, and the like may feel that more space should be devoted to their particular fields. I can assure them all, however, that they will find selected examples of their special interests."

Although the index totals 39½ pages, it does not have a separate listing for Locomotives or Motive Power. This is disappointing. But the author gives a fair amount of space to the subject. His book as a whole is well worth reading. It is spiked with personalities and anecdotes. Anyone interested in CB&Q history will find it eminently satisfying.

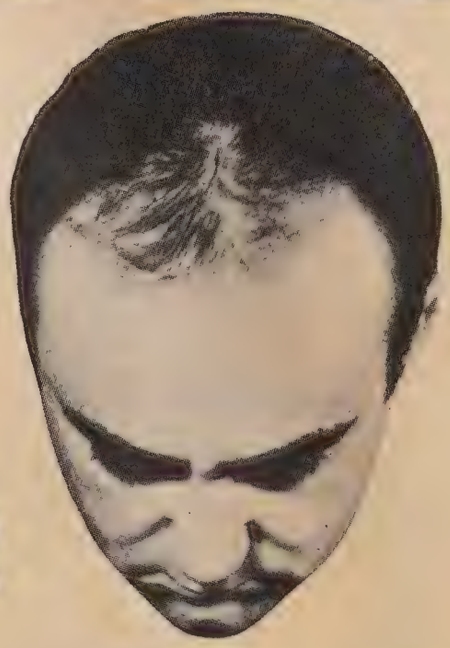
SMOKE OVER THE DIVIDE: ***Union Pacific, Wyoming Division,*** **by James L. Ehernberger and Francis G. Gschwind, 64 pages, 8½x11", illustrated with 134 photos, also maps, E&G Publications, P.O. Box 101, Callaway, Neb. 68825, $4.95.**

This pictorial review of the final two decades of steam power on one division covers more than 600 miles of main line from Denver to Cheyenne and Ogden as well as several colorful divisions. Many pix are of high quality, representing some of the nation's foremost rail-fan photographers—also, we might add, the DeGolyer Library. The text matter is ample and informative. Such a book gives steam fans real enjoyment. We are proud to have it in our library.

(Continued on page 54)

ARE YOU GOING BALD

Needlessly?



The Terrible Truth Is That Many Thousands Of Men (You Yourself Perhaps) Are Losing Their Hair Forever ...WHEN THEY DON'T HAVE TO!

It's a fact. FORMULA 101, a NEW scalp formulation, can stop falling hair that leads to baldness. FORMULA 101 is prepared under the supervision of one of America's foremost physician-dermatologists and was thoroughly tested by a leading medical testing laboratory.

If you suffer from seborrhea, as so many thousands of others do, FORMULA 101 will curb it and stop the falling hair and baldness it may be causing. Doctors say that seborrhea is caused by three germ groups, microbacillus, staphylococcus albus and pityrosporum ovale. These germs attack the sebaceous glands of the scalp and the hair follicles themselves. If you don't do something about it, permanent damage will be done, the hair follicles will shrivel up and the ability to produce new hairs is gone. That means — BALDNESS.

The symptoms of seborrhea are simple and obvious. If you have an itchy scalp of dandruff or very dry or very oily scalp or excessive hairs on your comb, you probably have seborrhea. FORMULA 101 will curb it. If you just sit back and do nothing, you're asking for a bald head.

If you take proper action now, you may be able to not only slow up falling hair, but you can cause new hair to grow faster than the falling hair is dropping out. The result is more hair on your head a year from now than you have today. Why be bald and look older and less attractive if you don't have to? FORMULA 101 will curb seborrhea FAST and it will stop the hair loss caused by it.

The very first time you use this newest of all scalp medications you will destroy the germ organism. Itchy scalp will disappear, infectious dandruff will be gone and your hair will look and feel much, much better as your hair becomes healthier through destruction of the germ organisms. Continued use of FORMULA 101 will prevent return of the ugly symptoms and will stop the hair loss it causes. If your problem is the predominant male pattern baldness type, which no product can help, not even amazing new FORMULA 101, all you have to do is return the unused portion and we'll refund your full purchase price *plus* one dollar extra for your trouble. The risk is all ours. You gamble nothing at all. But don't delay. The more you wait, the more hair you may lose. All orders are processed the same day they are received.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither FORMULA 101 nor any other treatment is effective.

Notorized Sworn Statement

We are so proud of our FORMULA 101 and so certain of its ability to stop falling hair and prevent baldness as described in this advertisement that we do hereby state in sworn statement before a notary of the State of New York that, to anyone who is dissatisfied for any reason, we will refund the full purchase price, plus $1.00 extra, upon return of the unused portion.

Sworn to before me this 1st day of June 1965

HERBERT A. LEVY
Notary Public, State of New York
No. 30-7526400 - Nassau County
Term Expires March 30, 1966

Free samples and literature of amazing new FORMULA 101 will be sent without cost to any doctor, hospital, clinic, or other medical institution concerned with scalp disorder. Please make such requests on official letterhead.

VANGUARD FORMULA 101
Dept. 111-11
550 Fifth Avenue
New York, New York 10036

Please send FORMULA 101 immediately. I enclose $4.95 payment in full. If I am not completely satisfied with its ability to stop falling hair and its ability to do *everything* else you describe, I will return the unused portion for a full refund *plus one dollar extra for my trouble.*

Name .....

Address .....

City ..... State .....

If you prefer C.O.D. shipment, send $1.00 with this coupon and pay the balance of $3.95 plus delivery charges to postman.

VANGUARD FORMULA 101 • 550 FIFTH AVENUE • NEW YORK, NEW YORK 10036

TO THE GREAT OCEAN: *The Taming of Siberia and the Building of the Trans-Siberian Railway*, by Harmon Tupper, 536 pages, 6x9¼", weight 2½ lbs., illustrated with more than 135 photos and 10 maps, chronology, bibliography, index; Little, Brown & Co., 34 Beacon St., Boston 6, Mass., $8.95.

Siberia's early history is a record of almost incredible sadism. "Men were impaled on sharp stakes, hanged, and beheaded by the hundreds . . . while lesser offenders were flogged with the *knut* and bastinado, branded with hot irons, mutilated by amputation of one or more of their limbs, deprived of their tongues, and suspended in the air by hooks passed under their ribs until they died a lingering and miserable death."

Construction of the Trans-Siberian Railway has been compared to the winning of the North American West. Begun May 31, 1891, it was not until 13 years and 4 months later that, for the first time in history, the Atlantic shores of Europe were joined to the eastern coast of Asia by uninterrupted rails. "Within that time," Tupper writes, "5500 miles had been tracked from the Urals at an average annual rate of 414 miles. This was considerably below the world record of 466 miles set by Canadian Pacific engineers when they tracked 2097 miles in 4½ years and completed the Dominion's transcontinental railway in 1885."

For the most part, Czarist Russia built its Trans-Siberian line with the forced labor of chained convicts and exiles. Probably never before or since was so much ruthlessness shown in the laying of ties and rails. But in those days Siberia itself was bleak, stark, and brutal, and only rugged methods could have spanned the vast continent with steel. Tupper tells the whole grim story, bringing it up to date with modern electrification under the Soviet regime.

When the line was first built, its motive power was largely 0-8-0 freight-haulers and 4-6-0 passenger engines. Later came 2-8-0's, 0-6-0's+0-6-0 Mallets, 2-6-2's, 2-10-0's, and 2-10-2 tankers. In 1937 a condenser-equipped 2-10-2 "performed an endurance test by, it was claimed, hauling a 1,200-ton train from Moscow to Vladivostok and back, an aggregate distance of over 11,600 miles, in a total running time of only 240 hours." Finally, before electrifying, the Soviet built Europe's largest steam locomotive type, the 4-14-4, Class AA, which weighed 206 tons. Today, it no longer builds steam power.

RAILWAYS: *British Railways from Their Beginning until 1960*, by George C. Allen, 112 pages, illustrated with photos, indexed; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $3.

A well-told account of the Steam Age in Great Britain.

***The Story of* STEAMTOWN *and* EDAVILLE, by Ron Ziel, 52 pages, 6x9", illustrated with b&w and color photos, available at $1 from Steamtown U.S.A., Bellows Falls, Vt., or Edaville Railroad, South Carver, Mass. (Add 10¢ postage if ordered by mail.)**

A beautiful little book with a good variety of superb photos and adequate text matter, but our copy was bound so poorly that some of its pages fell out when we merely turned them. The author of *The Twilight of Steam Locomotives* and *Steel Rails to the Sunrise* rates a better bookbinding job than this one.

B&O STEAM AND ELECTRIC LOCOMOTIVE DIAGRAMS and ERIE STEAM LOCOMOTIVE DIAGRAMS, each 111 pages, 10¼x4", reproduced directly from official locomotive diagram books, edited and published by Alvin F. Staufer, Rte. 4, Box 145, Medina, Ohio 44256, $4 each (no COD).

Staufer, who has also written large-size books on B&O, NYC, and Pennsy power, is currently at work on one to be called *C&O Power*.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails above $2.50. Some would make good Christmas gifts. Each price includes shipping charges.

These books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not to the book publisher), 205 E. 42nd Street, New York, N. Y. 10017. Here are a number of suggestions:

	List Price	Our Price
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
TO THE GREAT OCEAN (Trans-Siberian), Tupper	$ 8.95	($ 8.50)
RAILWAYS (British), by George C. Allen	$ 3.00	($ 2.75)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
THE BOOK OF DANIEL DREW, by B. White	$ 5.00	($ 4.75)
GREAT TRAIN ROBBERY, Gosling and Craig	$ 4.50	($ 4.30)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RUDOLF DIESEL, by Nitske and Wilson	$ 5.95	($ 5.65)
RAILROAD THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ACROSS DIVIDE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS PRAIRIE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
BRITISH RAILWAYS LOCOMOTIVES	$ 3.75	($ 3.55)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$12.50	($11.90)
RAILROADS OF BLACK HILLS, Fielder	$ 3.25	($ 3.00)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 5.75	($ 5.50)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$28.00	($26.60)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$ 6.00	($ 5.70)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 2.75	($ 2.60)
THE TRAIN THATE NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 4.95	($ 4.70)
HAWAIIAN RAILWAYS, by John Hungerford	$ 5.95	($ 5.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 3.25	($ 3.00)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 5.00	($ 4.75)
THE MA & PA, by George W. Hilton	$ 5.95	($ 5.65)
20TH CENTURY, by Lucius Beebe	$12.50	($11.90)
CANADIAN NATIONAL RAILWAYS by G. R. Stevens, 2-volume set	$ 3.95	($ 3.75)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 6.00	($ 5.70)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 7.50	($ 7.15)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 9.50	($ 9.00)
STEAM LOCOMOTIVES & HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Prince	$10.00	($ 9.50)
THE RUTLAND ROAD, by Shaughnessy	$ 8.95	($ 8.40)
ACROSS THE MIDLANDS, by Cook	$15.00	($14.25)
STEAM LOCOS OF BURLINGTON	$16.00	($15.20)
DECLINE OF STEAM, by Colin Gifford	$ 3.00	($ 2.85)
BROTHERHOOD OF RY. CLERKS, by N. Denton	$ 7.50	($ 7.15)
RAILROAD MERGERS, etc., by M. Conant		

COMING EVENTS

Oct. 9: Tour San Francisco Municipal Railway; lv. Geneva car house 11 a.m. Contact Electric Ry. Hist. Assn. of Southern Calif., 936 S. Genesee, Los Angeles, Calif. 90036.

Oct. 9 and 10: Three steam trips on 9th, first one at 8:30, two trips on 10th, first one at 12 noon, from Chattanooga to Cleveland, Tenn. via Sou. Ry. with ex-K&T No. 10, Mikado (Baldwin, 1923) and air-conditioned coaches and combines, refreshment facilities, camera supplies. Fare: $4.75, (kids $3). Write NRHS, Tenn. Valley RR. Museum, Box 44, Chattanooga, Tenn. 37401.

Oct. 10: New York Central's West Shore, lv. Albany 9 a.m., ar. West Point 12:40, visit U.S. Military Academy; lv. 2 p.m., due Albany 5:45. Consist includes two gons, coaches, open-door baggage car, diner (cafeteria style). Write Capital Dist. RR. Club, Herb H. Insley, Box 377, Schenectady, N.Y. 12301.

Oct. 16: From Knoxville, Tenn., to Appalachia, Va., thru Natural Tunnel, on Sou. Ry. Fare $6.75 (kids $4.75, babies 50¢). Write NRHS, Old Smoky Chapter Dr. W. F. Sims, 701 E. Lake Forest Dr., Knoxville, Tenn. 37920. (Is this a novelty, charging for babies?)

Oct. 17: from Knoxville to Jellico, Ky., on the Sou. Ry. Fare $4 (kids $2.50, babies 50¢). Package deal for both trips, $9.50 (kids $6.50, babies $1). Write Dr. Sims (see preceding item).

Oct. 16 and 17: Interurban trips from Centerville, Iowa, lv. carhouse on North 13th St. at 1 p.m. CST, Saturday, and 8:30 a.m. Sun., using Iowa Ry. Hist. Museum equipment. Each trip lasts about 4 hours over lines of Southern Industrial RR. Fare $3, or $5 a couple, or $5 per person both trips. Contact NRHS, Iowa Chapter, James S. Levis, 654 Boston Ave., Waterloo, Iowa 50703.

Oct. 17: 270-mile fall foliage trip on B&O frt. lines, Pittsburgh to Dubois, Pa., reserved seat coaches, probably open gon, snack car. Write North Hills Travelers, J. Edward Wally, 43 Grant Ave., Pittsburgh, Pa. 15223.

Oct. 17: Double steam and fall foliage trip, lv. Camden, N.J., City Hall Plaza, by motor coach 8 a.m. for Black River & Western at Flemington, N.J. Ride behind 2-8-0, then on to ride behind 2-6-2 on Wanamaker, Kempton & Southern RR. Box lunch and snacks at Kempton station, coffee break at BL&W's Ringoes station. Due back 6 p.m. Fare $6 (kids $4.75). Write NRHS, West Jersey Chapter, James R. Laessle, Stanwick Road and Oak Ave., Moorestown, N.J. 08057.

Oct. 23 and 24: 14th annual fall foliage trip. Lv. Washington Union Station 10 a.m. Arrive Warrenton, Va., via Sou. Ry. freight line at 12:30. Stops at Alexandria, Fairfax Station, and Manassas. Photo stops on Warrenton branch. Fare $5 (kids $2.50). Write NRHS, Washington Chapter, Box 487, Washington, D.C. 20044.

Oct. 24: Visit Orange Empire Trolley Museum; lv. San Diego, Calif., 8 a.m. on Santa Fe: coaches, open-door baggage car, snack car, Chapter obs. car 1509, returning 7 p.m. Write Ry. Hist. Society of San Diego, S. L. "Corky" Thomson, Box 9351, San Diego, Calif. 92109.

Oct. 24: Trolley trip over as many lines as possible at Pittsburgh, Pa. Contact NRHS, Lehigh Valley Chapter, Gerhard Salomon, 530 Cleveland St., Allentown, Pa. 18103.

Oct. 24: Interurban trip on Chicago, South Shore & South Bend RR. Lv. Randolph St. station, Chicago, 9 a.m., on Samuel Insull era coaches, to South Bend, including East Chicago industrial trackage, photo stops. Fare $6 (kids $3.50). Write ERA, Richard J. Anderson, Box 503, Chicago, Ill. 60690.

Nov. 2 (also Dec. 24, 31): Ride scenic N.Y. Susquehanna & Western's Butler Day Express (unless service is abandoned sooner). Lv. New York Port Authority Bus Terminal, Platform 51, at 1:10 p.m. Av. Butler 2:36. Bus service available to Paterson, Newark, and New York. RR. fare $1.50 from windows 26, 27, and 28. Contact J. R. Guthrie, 20 Trent Lane, Smithtown, N.Y. 11787.

Nov. 6: Small train trip using private obs. car of Orange Empire Trolley Museum. Write them, Box 548, Perrris, Calif. 92370.

Nov. 6-26: Railcruise to Mexico and Guatemala. Lv. Los Angeles 9:30 by bus to Mexican border, where special chartered train awaits. Fare $775 and up. Write for folder: Railcruise, Suite 202, 212 Stockton St., San Francisco, Calif., 94108.

Nov. 7: Tour all existing streetcar lines in San Francisco. Lv. 11:15 a.m., photo stops, see panoramic view of city, dinner stop at West Portal Chuck Wagon. Return 9:15 p.m. Fare $4. Contact Northern Calif. RR. Club Paul von Hafften, 112 Arguello Blvd., San Francisco, Calif. 94118.

Nov. 20: Exposition of steam by Miami RR. Hist. Society, Gold Coast RR., featuring historic and modern live-steam models, all types operating, starting 12 noon. Drive south on U.S. Highway 1 to S.W. 1522 St. (Coral Reef Dr.), turn west 4 miles to South Campus of University of Miami. Ride Gold Coast RR. every Sunday, trips every half hour, starting 1 p.m. and until 5 p.m.

Nov. 25: Thanksgiving Day Dinner Tour on Long Island Rail Road. A good way to spend the day. Feast at Mitchell Inn, Greenport. Other trips Oct. 3, 10, 17, 30. Also Husking Bee on 31st. Write Tour Dept., LIRR, Jamaica, N.Y. 11435. ●

SHORTLINES OF NEBRASKA

Motive power roster compiled by Sy Reich

Omaha, Lincoln & Beatrice Railway

Owns one unit, the specifications of which are unknown to us.

South Omaha Terminal Railway

Road Nos.	HP	Builder	Bldrs.' Model	Wheel Arrngt.	Tractive Effort	Weight	Date
1-5	660	Alco-GE	S1	B-B	59,700	199,000	1945-7

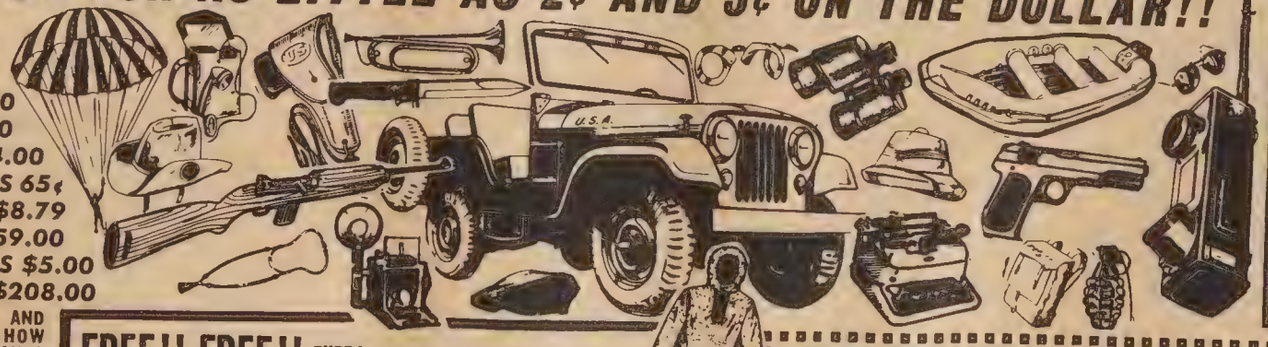
Roster based on data from vice-pres. and gen. mgr. of SOT Ry. is accurate as of May 21, 1965. For our roster purpose, a shortline is defined as a common-carrier railroad listed in the Pocket List of Railroad Officials or the Official guide, or both, with a route mileage of less than 400. ●

U.S. GOV'T SURPLUS

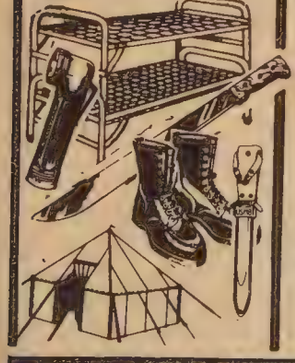
DIRECT FROM GOV'T. FOR ONLY A FRACTION OF ORIGINAL COST. BUY FOR AS LITTLE AS 2¢ AND 3¢ ON THE DOLLAR!!

Examples:

JEEPS $63.00
BOATS $178.00
BICYCLES $5.50
TELESCOPES $4.00
LEATHER BOOTS 65¢
TYPEWRITERS $8.79
AIRPLANES $159.00
REFRIGERATORS $5.00
PASS. BUSSES $208.00



COMPLETE SOURCES AND INFORMATION ON HOW YOU CAN BUY THOUSANDS OF ITEMS FROM GOV'T—ONLY $1.00



FREE!! FREE!! EXTRA 48 PAGE SECTION WITH PICTURES AND PRICES OF MORE THAN 500 ITEMS. YOU CAN ORDER DIRECT BY MAIL AT RIDICULOUSLY LOW SURPLUS PRICES. YOURS FREE WHEN YOU SEND $1.00 FOR THE DIRECTORY.

THIS IS THE WORLD'S LARGEST STOCK!!

RIFLES 10.95
PARACHUTES 21.95
BOATS 16.45
SHOES 1.65
JACKETS 3.25
TENTS 6.55
BAYONETS 2.15
HAND GRENADES 1.60
COMMANDO KNIVES 1.38
COMPASSES 1.05
HOLSTERS 2.15
MACHETTES 2.15
GOGGLES 61c
PISTOL BELTS 1.05
STEEL HELMETS 2.15
GIANT BALLOONS 1.38
MODEL CANNONS 1.38
BAYONETS 1.65
CARTRIDGE BELTS 1.05
STEEL AXES 2.70
CANTEENS 67c
FOLDING STOVE 1.38
FIELD PACK 1.05
MIRRORS 61c
FIELD JACKETS 3.25
AND Bunk Beds,
Life Rafts, Walkie Talkies, Swords, Paratrooper Boots, Flags, Sleeping Bags, Cots, Phones, Mine Detectors, Bugles, Hand & Leg Irons, Blankets, Bullet Proof Vests, Flares, Cartridge Belts, Ammo, Rifle Scopes, Maps, Shovels, Canteens, Saddles, First Aid Supplies, Sunglasses, Mess Kits, Haversacks, AND HUNDREDS MORE!

BUY ONE, TWO OR A DOZEN OF ANY ITEM YOU WANT.
MINIMUM ORDERS AS LOW AS $3.00 ACCEPTABLE

FREE HOME TRIAL COUPON

SURPLUS BARGAINS, Dept. 124-11
605 THIRD AVENUE
NEW YORK 16, N. Y.

I enclose $1.00. Send the combined catalog and directory immediately. I understand that my money will be refunded if I am not completely satisfied. Also I will receive a full refund with my first order of $10.00 or more.

Name _____
(Please Print)
Address _____
City _____ State _____

FULL PURCHASE PRICE OF $1.00 REFUNDED WITH FIRST ORDER OF $10.00 OR MORE

HOBBY CLUB

Conducted by Sy Reich

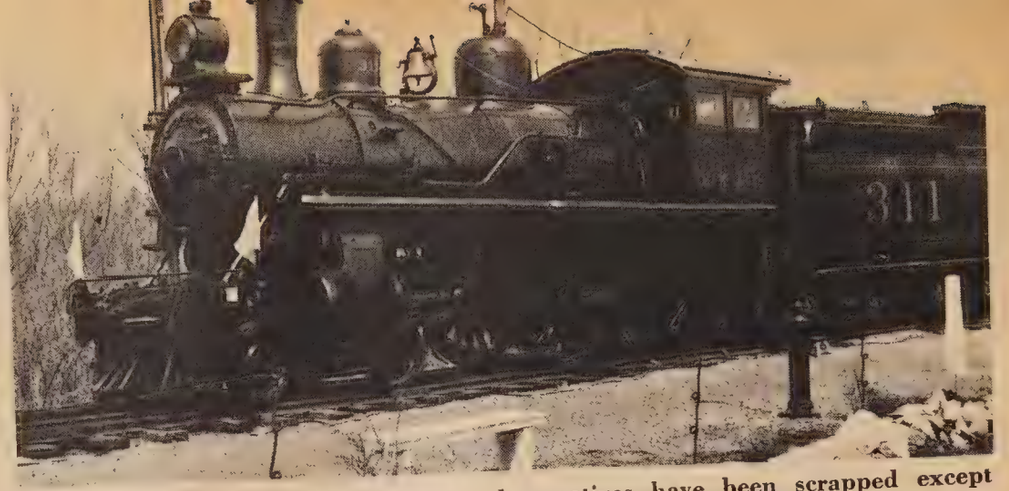
Sy Reich

MANY fans have been wondering what happened to the fabulous engine-picture collection of David Goodyear, who died some time ago at his home in High Falls, near Kingston, N.Y. This department announced his death and said his widow wanted to sell the entire collection intact to some museum or library. Goodyear had about 120,000 photos of North American steam engines, some with trains, many old and rare. He did a real service to posterity by collecting and preserving many thousands of good shots that almost certainly would have been lost or destroyed if he hadn't rescued them. To do this he often resorted to unethical practices on the time-honored theory that "the end justifies the means."

David was a mild, soft-spoken, cultured gentleman with a mustache and somewhat bulging blue eyes. His slow friendly smile, at your first meeting, made you feel that you had always known him. Haunted by poverty, he never had the knack of earning much money. His one great passion was engine pictures. Day and night he dreamed of owning a big and important museum to which people would flock from far and wide to see his collection.

But the best home he could afford was a small wooden farmhouse in the obscure but picturesque village of High Falls. There he and his wife set up what he liked to call a Railroad Museum. It wasn't really a museum, as you and I understand the word, but he welcomed occasional visitors and showed them his treasures. Anyhow, he was proud of it. He'd write to small weekly newspapers all over the United States and get them to print his request for readers to send old locomotive photos to the Museum for permanent preservation. In that way he added considerably to his collection.

He wrote countless letters and postcards to people who were known to have old engine pictures, getting their names and addresses from various sources. He also traded with other fans, but now and then we received complaints that he did not live up to his side of the bargain. We knew that much of the gossip circulated about David Goodyear was exaggerated, in some cases fanned by rail buffs who envied his gigantic collection. But investigation proved that some of the complaints were well founded, and so we dropped his name from our *Switch List*.



All the Katy's historic fleet of steam locomotives have been scrapped except this 4-4-0, now on display at the National Museum of Transport, St. Louis.
Jeff French, 270 Duncaster Rd., Bloomfield, Conn.

Goodyear often read the obituary columns of *The Locomotive Engineer* and other rail labor papers. He knew that, as a rule, old railroaders had pictures of engines and trains laying around the house. So he'd visit the widows of such men shortly after they died, posing as a friend of the deceased, and say in effect: "Bill (or whatever the name was) had some old photos that he promised to give me." This ruse usually worked; David came away with a few more items.

It is true that such methods were unethical, but without them thousands of choice railroad shots might have been lost forever, "gone down the drain."

To a limited extent, his fantastic goal has at last been attained—posthumously. The bulk of Goodyear's much-critized collection of railroad pictures has been acquired by the DeGolyer Foundation and will be preserved and made available to the public. Everett L. DeGolyer, Jr., who was No. 34 in our *Interesting Railfans* series, tells us how it came about:

"Andrew Merrilees of Toronto spotted this collection some years back (possibly having read about it in *Railroad Magazine*) and, through Art Dubin, told me it was good. I had heard a lot about David Goodyear over the years but never trafficked with him. Anyhow, I took a train from Chicago to Toronto, met Andy, looked at some Canadian pictures he had bought from the Goodyear collection, and drove with him to Esperance, N.Y., where we met Goodyear's widow. We spent the best part of a day trying to estimate the number of items she had, and the next day we made an offer, which she accepted. Andy took all the Canadian material while I purchased the rest. I didn't want to leave it in that abandoned farmhouse overnight, so we drove to Schenectady and hired a moving van. Four hours later we had cleaned out the house. Then Andy drove me to Syracuse, where I caught the *20th Century Limited* back to Chicago.

"Since then, much illustrational material from this collection has been supplied to Lucius Beebe for his book, *Great Railroad Photographs, U.S.A.*, and to the Southwest Railroad Historical Society for *Iron Horses of the Santa Fe Trail*. I have come to feel pity for David Goodyear. He never seemed to find a niche in life and probably never earned over $200 a month. Nevertheless, he built up one of the nation's truly huge railroad-picture collections. Regardless of how he came by it, that material deserved preservation. Merrilees has about one-fifth of it. There were a few negatives, most of them poor. We also got some very fine locomotive diagram books, which are the hardest railroad items to come by."

The Steam Parade

Want to buy a narrow-gage Baldwin steam locomotive? Two of them are obtainable from Wheeling Steel Corp., G. B. Vieweg, Jr., Purchasing Department, Wheeling, W. Va. Both are currently located at Mingo Jct., Ohio.

One weighs 55 tons, was built in 1922, serial number 55875. Her boiler was in certified operating condition when she was taken out of service last January. Combustion flues were renewed about a year and a half before that date. Crown brass, screws and wedges, rod brasses, and valve gears are excessively worn.

The other engine, serial number

One of the 2 steam engines that the Wheeling Steel Corp. has for sale.

--Earn To $15 An Hour, Full or Spare Time--

INVESTIGATE ACCIDENTS

CAR FURNISHED **EXPENSES PAID**

NO prior experience needed. Only average education required.

YOU PERFORM A REAL SERVICE

WHILE ENJOYING A BIG-PAY CAREER

As an Accident Investigation specialist you will (1) INVESTIGATE FACTS and (2) DISTRIBUTE MONEY as the representative of wealthy organizations.

No other business offers you greater opportunities. Here's why: The huge, rapidly expanding Accident Investigation field right now distributes more money than any other service industry. And it's growing *fast.* Over 200 MILLION ACCIDENTS must be investigated this year for Insurance Companies, Airlines, Steamship Lines, and Government Offices.

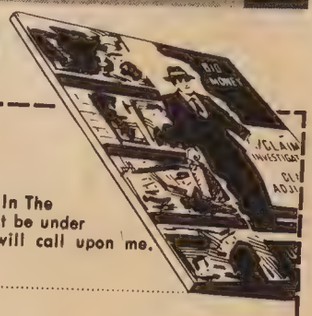
KEEP PRESENT JOB UNTIL READY TO SWITCH

Already hundreds of men we have trained are earning thousands of dollars extra each month. Joe Miller earned $14,768 his first year. A. J. Allen earned over $2,000 in ten weeks. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business . . . Universal's course is wonderful."

FREE EMPLOYMENT HELP GIVEN

Firms needing men from coast-to-coast, in Canada and overseas, call upon Universal. *We place far more men in this booming field than any other individual, company or school.* Write today. Let me show you how easy it is for you to get into this exciting new career in just a matter of weeks. No obligation. No salesman will call.

Mail Now for FREE BOOK



M. O. Wilson, Dept. AM-11
Universal Schools,
6801 Hillcrest, Dallas 5, Texas
Please rush me your FREE BOOK on Big Money In The Booming Accident Investigation Field. I will not be under the slightest obligation — and no salesman will call upon me.

Name .....

Address .....

City ..... Zone ..... State .....

52206, weighs 46 tons, and was bought in 1919. Her boiler was in certified operating condition when taken out of service last May; so was her general mechanical condition. This engine had a general overhaul in the owner's shops early this year. Side rods, crown brasses, screws and wedges are in fair condition.

Asking price for each engine is $2,000 "as is," not including shipment charges. Wheeling Steel Corp. would supply crane service to lift either or both engines onto a railroad flatcar or lowboy truck trailer. However, purchaser would have to pay expense of blocking and preparing for shipment, acceptable to the railroads or other commercial carrier.

"As of Aug. 1, at least 6 Canadian Pacific steam locos were stored at Angus Shops, Montreal, including 424 (4-6-0) and 2827 and 2858 (both 4-6-4's)," writes Ron Salters, 26 Pierce Rd., Weymouth, Mass. 02183.

About 150 iron horses of yesteryear are on display in Canada at various centers from Newfoundland to the West Coast, estimates J. Norman Lowe in his column, "Sidetrack," in *Canadian Transportation* magazine.

"Many look as though they have just come from the builders," he wrote. "A recent addition has been at Regina, where a group of businessmen, headed by a former mayor, spear-headed a drive to purchase a CN oilburner Pacific No. 5093. Another of the same class, No. 5080, was placed on display at Prince Albert."

The writer said "a marvelous private collection of about 30 logging locomotives, rolling stock and coaches will become part of an outdoor museum at Duncan, near Victoria." According to Lowe, the collection is valued at over $250,000 and the display will occupy 19 acres.

"CN's No. 5107 has been purchased by the Ontario Government and now stands with a selection of CP locomotives at North Bay and will, in time, become part of a government-sponsored museum.

"At Calgary, the city has announced the formation of a Heritage Park Society which will contain, among other things, two railways, operating on a 60 acre site. The first pike will be standard gage; the motive power, one of the last steamers to be operated in Canada by a mine company. The other railway will be narrow gage, imported from Crow's Nest Pass.

"At Lethbridge, a CP unit was earmarked for display and an ex-Acadia Coal Co. locomotive is now attracting the curious at New Glasgow. One of the biggest undertakings now going on is near Montreal at Delson, a project of the Canadian Railway Historical Association. Here, nearly 85 pieces of equipment will be on display, including one of the largest and heaviest locomotives in Canada, CP's No. 5935, and the most powerful CN's No. 4100."

The steam-powered Pine Creek Railroad, State Park, Allaire, N.J., recently had an amusing mishap. The Pennsy, whose tracks parallel the short Pine Creek tourist line, had contracted with a trucker to remove some old discarded ties from along its right-of-way. After loading his 10-ton truck with ties, the driver tried to cross the narrow-gage Pine Creek road, but 6 of his 8 wheels sank up to their hubs in the soft soil.

Kris Miller, general manager and engineer of the PC, rushed over to the scene and announced that the ties, all 210 of them, neatly stacked on the truck, actually belonged to the Pine Creek and not to the Pennsy. The truck driver couldn't budge. Said he: "I guess we're on the wrong track, in more ways than one." At length Pine Creek's work-train, a small diesel with two handcars,

Stronger Muscles
WHILE STANDING STILL!

Build a powerful physique, broad shoulders, trim waist, in less than 2 minutes a day!

Muscles weak and flabby? Chest sunken? Shoulders narrow and round? "Spare tire" around your waist? It doesn't matter whether you are 20, 50 years old, or more, you can change that unattractive picture into a muscular, athletic physique — **without strenuous exercise — without gymnasium equipment — without lengthy, tiring work-outs . . . and you can do it in less than 2 minutes a day right in your own room!**

A new and unique TENSOLATOR method that combines, for the first time, the positive benefits of both Isometric Contraction and Isotonic muscle-building increases strength and vigor at an unprecedented rate.

This new method, developed at the Max Planck Institute in West Germany and used successfully to train the German Olympic Team and other athletes all over the world, is now available to help EVERYONE develop that trim, muscular body.

You do a short series of 7-second exercises once each day — less than 2 minutes altogether. You can concentrate on extra development of particular muscle groups if you wish.

You will see results fast—broad shoulders, filled-out chest, sinewy muscles, trim waist. It works so fast that we guarantee impressive results in 10 days or your money back without question.

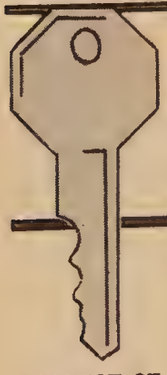
45% of your body is muscle. That is why you can reshape your physique and increase your vibrant health by using this new method. A lavishly illustrated brochure shows you how the TENSOLATOR method works, step by step. Send today for free brochure that can make a new man out of you. (Enclose 25c to cover postage and handling.)

THOYLO CORPORATION, Dept. A-1
509 5th Ave., New York, N.Y. 10017

Name _____

Address _____

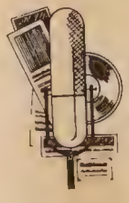
City _____ State _____



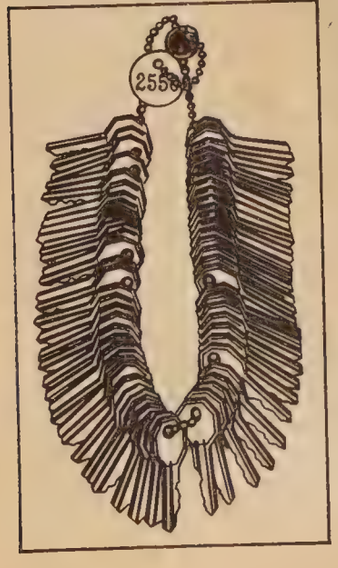
EARN $50 to $150 a week
answering lost car key calls

$3½ million spent each week because of lost car keys—over 65,000 calls a day. "There aren't enough trained men to fill the need," says noted automotive expert.

COLLECT $7.50 CASH EACH CALL. It's a pleasant and highly profitable business you can operate anywhere *without training!* Here's all you need:



64-KEY GM MASTER SET. Certified to open doors, trunks, ignitions of every GM car on the road today . . . plus countless other makes and models.



FREE BUSINESS-BUILDING PORTFOLIO.
Complete program tells motorists you are man to call in a car key emergency. Includes newspaper and yellow page ads, window banners, radio commercials and special wallet I.D. card.

FREE KEY REPLACEMENT SERVICE.
Lifetime service lets you replace keys as you use them. Nominal $1 service charge covers postage and handling for as many as 3 keys each replacement order.

$19.95 Full Price for Entire Program.
Send cash, check or money order. $1 deposit with COD orders. Pay postman balance plus COD charges. Satisfaction guaranteed.

KEY MASTERS, INC.
Dept. AM-11
2840 N. Calvert St. • Baltimore, Md. 21218
Keys for Every General Motors Car and Truck

came up, fastened a cable around a batch of ties, and yanked them off the truck. Relieved of his load, the driver managed to pull away.

Incidentally, the ties had been left on the ground in the first place because the Pine Creek, which is doing a good passenger business, was planning to lengthen its yards and eventually its main line.

"Around the turn of the century the Denver & Rio Grande had some small 2-8-0's in road (later yard) service numbered 600-610," writes V. H. King, 3116 Greeley St., Kansas City, Kan. 66164. "Each of these engines had at least one blind driver—that is, a driving wheel without flanges, for use in rounding curves. At that time the Wabash also had some small 4-4-2's with front blind drivers."

"I enjoyed Bert Pennypacker's fine article in the June issue but can't understand why he left out the DL&W's streamlined 4-4-0, the only engine of its kind in railroad history," comments Ted Gay, 6 Northview Dr., Morris Plains, N.J.

One of our overseas readers is Henry Gunston, c/o Forest Research Station, Farnham, Surrey, England. "I am particularly interested in your articles and photos on Shays and tourist-attraction shortlines," he writes. "Will someone please give me details on Shays that are either preserved or operating in the United States and Canada? In fact, I want all kinds of data on Shays, also drawings. Will pay cash or swap for information on narrow-gage and preserved lines in the British Isles.

"I am actively interested in the 2'6"-gage preserved Welshpool & Llanfair Light Railway, which was formerly a farming line built in 1903 in mid-Wales and run by the old Cambrian Railways, then by the Great Western, and finally by the British Railways. Closed in 1956, it was reopened for passenger tourist traffic by the Earl of Powis in 1963. Railway preservation over here is booming, with too many projects for the money and labor available."

In Wisconsin, the 49-year-old loco 4-Spot tugged a cherry red coach, a canary yellow caboose and a handful of newsmen into and out of a sun-dappled forest as she made her inaugural run.

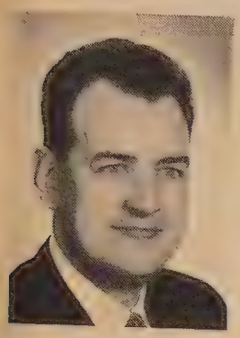
The little locomotive, standard-gage Prairie type, has been laboring over the same short line, the Laona & Northern, for most of her life hauling freight.

Last June 21st, however, marked her venture into the passenger business as an agent of the Connor Lumber & Land Co. This little 55-ton tourist attraction, which may bolster the economy of a needful Forest County, continues to haul freight, too.

"Where is the largest scrap line of steam engines located?" asks J. Kunis, Cumberland, Md. (There is no large scrap line of steam locomotives in U.S. today, but a few exist in Mexico and Europe.)

Contradicting W. A. Reis (Sept. issue, page 60), Jim Seacrest writes: "The Burlington never had engines numbered in the high 6000 series (6038, 6040) but did have a 6322, which it scrapped years ago." Jim recently married. His address is 2029 E. Bijou, Colorado Springs, Colo.

Our feature on "Engine Messenger" (page 18) was prepared by Jim Gertz with some help from William K. Viekman, vice-president of the Cadillac & Lake City Railway, Eastern Region, Fort George Station, New York, N.Y. 10040.



Bill Viekman

Bill was raised within earshot of New York's old Third Avenue Railway system and spent many happy hours as an HO model railroader. After growing up, he worked as a clerk in the engine dispatching and yard offices of the New York, Susquehanna & Western. In 1957 he went as a missionary to Japan, where he also served as a technical advisor to the Japanese National Railways and as Far East editor of the *International Railway Journal*. In addition, he was a *Trains* magazine columnist.

According to Bill, the C&LC was born in a little office in Lansing, Mich., where the Pennsy sold its Mishaukee Jct.-Falmouth branch to the Grand Traverse Corp., which now operates the 21-mile line as the C&LC. On June 20, 1964, the ICC gave this shortline the nod and it plunged into the transportation business with an 0-4-2.

But what about the 2-spot which Gerts escorted so far? That partly-refurbished Mike temporarily fell a victim to the discontinuance of steam on the Lake Superior & Ishpeming Railroad. Languishing in the Marquette shops, she gathered dust and rust until August, 1964, when she was moved to the Boyne City Railway. Some rehabilitation was done there. Last January she was hauled to Lake City, where boiled men completed her transformation into ICC condition; and last May she pulled her first train for the C&LC.

Baldwin built the 2-spot in 1912 (serial No. 38967). She weighs 70 tons, has 18x24" cylinders, 44" drivers, 180 lbs. boiler pressure, and burns oil. Besides a fuel capacity of 2000 gallons, the tender holds 4000 gallons of water.

In this old caboose the Brotherhood of Railroad Trainmen was organized.

Most Famous Caboose

One cool September evening in 1883, eight trainmen gathered in a small red caboose that stood in the freight yards of the Delaware & Hudson Canal Co. and formed what is today the largest of all operating railroad unions, the Brotherhood of Railroad Trainmen, which speaks for some 200,000 rail-

This Can Be You

Sparetime Rug Cleaning Business . . .

Took in $9000 Last Year

Suburban man with full time job took in $9000 last year in sparetime cleaning rugs with this money making equipment. Every home, apartment, hotel, motel, office and any place of business with rugs on the floor can be potential income. With Foley-Care equipment, you can clean rugs, carpets, hard floors and upholstered furniture.

Small Investment Required! No Shop Needed!

Ideal business opportunity for aggressive man with limited capital. Just a small investment starts you in business, lets you make money at once. No weeks of training! Equipment is easy to operate—fully automatic. You need no office or shop. Work out of your home and car. A terrific "Business of Your Own" opportunity.

FREE Booklet Tells How!

If your family needs more income, you owe it to them to send for this interestingly written and fact-filled booklet. It tells how you get started earning money at once in this lucrative service business, whether you start sparetime or full time. Write today! No salesman will call.

FOLEY CARE, Dept. 1126-5
3333 Fifth St. N.E., • Minneapolis, Minn. 55418
☐ Please send free booklet, "A Business of Your Own"

Name_____

Address_____

City, State, Zip code_____

Foley® CARE

The Quality Cleaning Service

With a Potential Market of 100,000,000 Customers

New shop-method home-training system gives you electrical know-how that used to take years to learn. Learn at home by building valuable testing kits, repairing your own and neighbors' appliances. It is not unusual for appliance repairmen to charge on the basis of $5.00-$6.00 an hour.

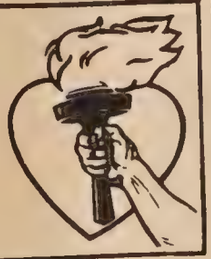
FREE ILLUSTRATED BOOK

Shows you how you learn every phase of electrical appliance repair. How to make money while you learn. Write today for your FREE copy.

CHRISTY TRADES SCHOOL, Dept. A-2752
3214 W. Lawrence • Chicago 25, Ill.

Send FOR FREE BOOK!

Give...so more will live
HEART FUND



MEAT CUTTING Offers YOU
SUCCESS And SECURITY
in The Best Established Business In The World • PEOPLE MUST EAT!

TRAIN QUICKLY in 8 short weeks for a bright future with security in the vital meat business. Trained meat men needed. Big pay full-time jobs year-round income, no layoffs—HAVE A PROFITABLE MARKET OF YOUR OWN!

LEARN BY DOING AT NATIONAL

Get your training under actual meat market conditions in our big modern cutting and processing rooms and retail department.

PAY AFTER GRADUATION

Come to National for complete 8 weeks course and pay your tuition in easy installments after you graduate. Diploma awarded. Free employment help. Thousands of successful graduates. OUR 41st YEAR!

FREE CATALOG—MAIL COUPON

Send now for big new illustrated National School catalog. See students in training. Read what graduates are doing and earning. See meat you cut and equipment you work with. No obligation. Send coupon in envelope or paste on postal card NOW! G.I. Approved.

NATIONAL SCHOOL OF MEAT CUTTING, INC.
Dept. AD-73 Toledo 4, Ohio

National School of Meat Cutting, Inc.
Dept. AD-73 Toledo 4, Ohio
Send me your FREE School catalog on National Training at Toledo in Meat Cutting, Meat Merchandising and Self Service Meats. No obligation. No salesman will call.
Name.....Age.....
Address.....
City.....State.....
Approved for Veterans

roaders.

That caboose, No. 10, was built by the D&H for service in the Catskill Mountains. Retired many years ago, it stands today at Oneonta, immobilized and enshrined in a public park. Protecting it is a beautiful red tiled roof supported by four white pillars. In 1924 the D&H Railroad, at its own cost, restored the historic old car to its original condition, the only changes being couplers and trucks which came from another caboose of its day, and there are plaques on its side.

No caboose is better known. A contest for modeling it, sponsored by the BRT, was announced at this year's convention of the National Model Railroaders Association. Cooperating in the contest are the NMRA and its regional branches in the United States, Canada, and overseas.

This contest should bring out the best in scratch-builders, for some of the caboose's details are not available commercially. No. 10 has no cupola, but a three-legged stool placed on the roof served as a perch from which the brakeman watched his train. Another antique was the bell-rope, wound on a huge spool, which at night stretched from the caboose to a bell in the engine cab and was used to signal the engineer.

The BRT is offering a top prize of $500 in cash plus 50 other prizes, totally valued at about $3,000, for the best models, to be awarded at the 1966 NMRA convention in Cincinnati.

Rules for the contest are simple. Everyone is eligible, except those building railroad models professionally.

Entrance in the contest does not require NMRA membership. Judges will be modellers and working railroad men. Copies of the caboose plans, contest rules, and entry blanks can be obtained by writing to Caboose, NMRA, 4602 W. 4th Street, N.W., Canton, Ohio 44708, or Caboose, Brotherhood of Railroad Trainmen, Standard Bldg., Cleveland, Ohio 44101.

Setouts and Pickups

Requests for copies of *Main Line of Mid-America,* Carlton J. Corliss's story of the Illinois Central, continue to be received by the IC's public relations office at 135 E. 11th Pl., Chicago, Ill. 60605, but the supply is exhausted. If you own one of these books and have no further use for it, the IC will pay you as much as $5 a copy in excellent condition. All books received will be used to fill orders from students, writers, historians, libraries, and others.

Old fare tokens are wanted by Alfred D. Hoch, 48 Eddie Ave., North Babylon, N.Y. 11703, for his private collection. Most of these are made of aluminum, brass, or hard rubber, and issued for passage on railroads, subways, streetcar lines, old turnpikes, ferries, buses, and hotel-to-depot travel. Al answers all mail.

Regarding our book, *Iron Horses the Santa Fe Trail,* which sells for $20, this is now available in some book stores," says Charles M. Mizell, Jr., 6623 Santa Fe Ave., Dallas, Texas 75223. "Commenting on an item in July *Information Booth*: the Katy's 101-110 were huge 0-8-0's, not 4-4-0's, but the first 101-110 were American

types. The whistle could have been mounted at a forward angle either for clearance or to throw the sound forward, as was done on the Texas & Pacific 2-10-4's."

Another water tower formerly used by steam locomotives has been spotted by Harvey Hansen, 1034 12th St., Santa Monica, Calif. It's on the SP main line at Mt. Shasta, Calif. The water plug still stands between the station tracks; the water tower is about 50 feet west of the southbound track.

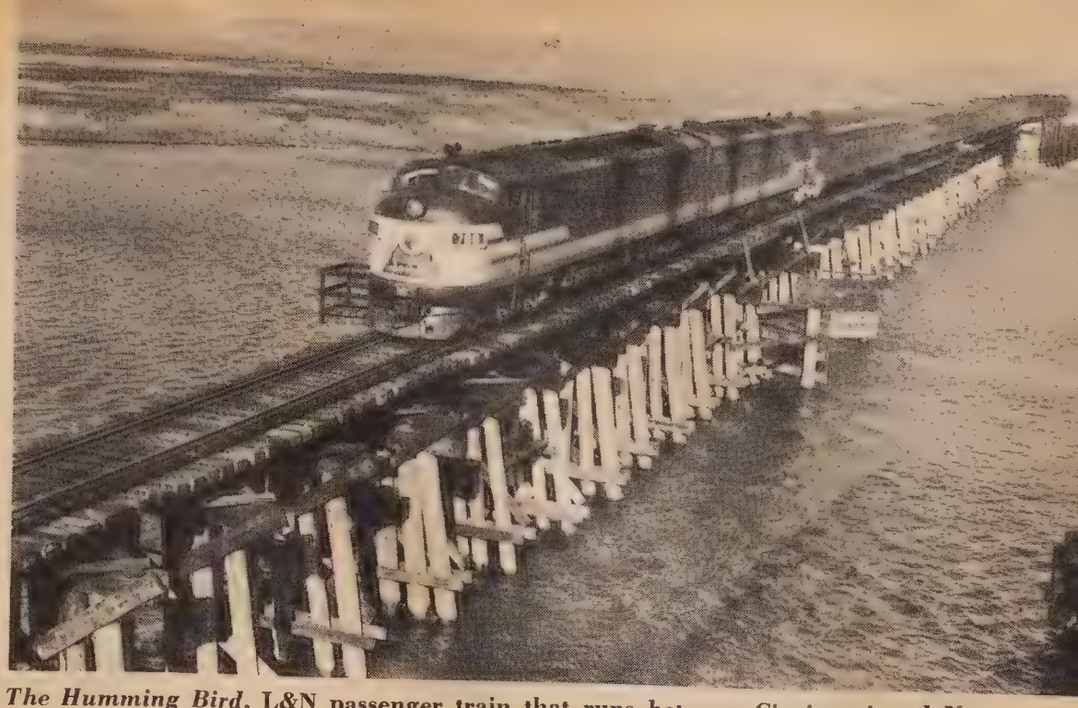
Books on *Union Pacific Steam*, by James L. Ehrenberger and Francis G. Gschwind, are available at $4.95 a copy from E. & G. Publications, Box 101, Callaway, Neb. 68825: *Smoke over the Prairie* (Nebraska Division); *Smoke over the Divide* (Kansas Division), and *Smoke over the Plains* (Kansas Division). All, of course, are generously illustrated.

Several readers are unhappy over the caption mistake which used the term "feedwater heater" in our August issue, page 26. So are we. Actually, photographs were switched in the wild rush that often accompanies making a deadline. The one published shows an air pump. "Note air strainer at the right," comments Elwin K. Heath, Box 15, Barre, Vt. "Someone opened the petcock to drain the water from the pump and left it open so that steam is escaping from the pump through the valve not being fully closed."

Mrs. Lois Beekman has "pulled the pin" as editor of *Steam 'N Steel*, publication of the Miami Railroad Historical Society, Inc., operators of the Gold Coast (steam-powered) Railroad, 811 S.W. 6th St., Fort Lauderdale, Fla. 33315. She is succeeded by Robert M. Laughlin, with his wife Dottie as associate editor. Lois and Dottie are the only two lady hoggers we know of. We would appreciate information on any others, anywhere. Is there one working on the Mississippian Railway?

"Tell Tom Kerby that as of 1962, the Southern Pacific's 1333, along with 24 other S-2's, has been scrapped. Furthermore, only 11 of the original 34 Baldwin S-10 switchers remain and are in Los Angeles," writes David Lustig, 6708 Mammoth Ave., Van Nuys, Calif.

An amendment to the Highway Trust Fund Law is proposed by the Board of Public Transportation of Morris County, Court House, Morristown, N.J. This amendment would provide that when requested by the governor of any state which is willing to provide matching funds, up to 25 percent of the Federal highway funds available to that state, in the current fiscal year, may be used for mass transportation capital projects, instead of solely for new highway construction.



***The Humming Bird*, L&N passenger train that runs between Cincinnati and New Orleans, crossed a temporary trestle at Pearl River, 42 miles east of New Orleans. The trestle enabled trains to proceed while a new bridge was being built. The river divides states of Mississippi and Louisiana at this point.**
Photo by Edison H. Thomas (see page 28)

The Biggest of All Shays

The following data is offered by John P. Killoran, assistant superintendent of Watoga State Park, Huntersville, W. Va. 24954, regarding Greenbrier, Cheat & Elk engine No. 12, a Shay:

"The building of four trucks on a Shay was only one indicator of the locomotive's size. Early in the century a four-truck Shay weighing only 110 tons was acquired by a lumber road in southwest Virginia. Comparable three-truck construction would have made her a standard 80-ton Shay. This small four-trucker was delivered to serve a special purpose: backing on almost 20 miles of track where a turntable was unavailable. Stability of a three-truck machine in this situation would result in frequent derailment. This little 'big' engine wound up her days on the now-famous Graham County Railroad in North Carolina.

"While numerous four-truck Shays were 150-tonners, No. 12 of the GC&E (later W. Va. Pulp & Paper Co. and Mower Lumber Co.) at Cass, W. Va., was consistently the world's largest such machine. As originally built in 1921 she topped 162 tons when loaded with coal and water. Until 1937 the Shays nearest her weight were Chesapeake & Ohio four-truckers.

"That year the Cass shops rebuilt No. 12, using factory-supplied parts from Lima, into a four-truck Shay by adding water space. Working weight of the rebuild was 203 tons. No other Shay even approached this weight. The last Shay, the Western Maryland's 6, duplicated the 1921 version of GC&E 12. The only change was the upgrading of appliances invented or improved upon in the interim years. No. 6, weighing 162 tons, is today in the B&O Museum.

"This data is well documented by files of the operating companies and by official statements of Lima Locomotive Works, as researched by P. E. Percy. No doubt about it, Cass's 12-spot was the largest example of Ephraim Shay's logging locomotive ever built or operated."

Pen Pals Wanted

Victor Conte, 1615 W. 6th St., Brooklyn 23, N.Y., wants pen pal, age 17 to 20, who lives in Cincinnati and will write about city's trackless trolleys, PCC's, or curved side cars.

Bennie Braun (age 31), 500 West End Ave., New York Ave., N.Y., wants female pen pals in East.

Dersk Boles, 4853 W. Hill Ave., Montreal, Que., Canada, wants pen pals in his area.

Ellis Acker, Jr., 615 Gadsden Pl., Anniston, Fla.

Michael Cheetham (age (18), Worcester St., Levin, North Island, New Zealand, wants pen pals interested in trains, postage stamps, or photography.

Sharon North and brother Karen (each age 15), Rte. 1, Box 134, Holyoke, Mass.

Julie Henninger (age 14), Rte. 1, Wrenshall, Minn.

Mrs. Sarah Shope (age 63), Rte. 1, Elliottsburg, Pa.

Mrs. Jay L. Coplan (age 25), 71 N. Felice, Salinas, Calif.

Mrs. Rena Thomas (age 24), Rte. 2, Flora, Ill.

Lydia De Angelis (age 15), 1612 N. Center St., Crest Hill, Ill.

Nancy Anderson (age 18), 218 E. Harding Ave., Orlando, Fla.

Glenna Kerber (age 17), 824 W. 7th St., Hastings, Neb.

Susan Oliver (age 14), 624 W. 7th St., Hastings, Neb.

Gloria Gillum (age 16), Rte. 1, Box 250, Wurtland, Ky.

Marie Efaw, 204 Lehman Ave., Fairmont, W. Va.

Carol Ann Luczek (age 21) and Richard Luczek (age 17), 3044 Albany Crescent, Bronx, N.Y.

Anna McGehee (age 24), 1502 Casy St., El Paso, Texas

Rosetta Jones (age 17), 237 N. Second St., Salina, Kan.

Edward A. Kirst (age 43), 308 S. 53rd St., East St. Louis, Ill.

Noreen Vondra (age 15), 14555 Uhlin Dr., Cleveland, Ohio

Gordon Loseke, Jr. (age 16), Box 895, Columbus, Neb. •

UNION PACIFIC STEAM
By James L. Ehernberger & Francis G. Gschwind
BOOKS NOW AVAILABLE @ $4.95 Postpaid

SMOKE ACROSS THE PRAIRIE
NEBRASKA DIVISION
SMOKE OVER THE DIVIDE
WYOMING DIVISION
COMING SOON (By November 1st.) @ $4.95

SMOKE ABOVE THE PLAINS
KANSAS DIVISION
Contains: over 100 excellent photographs by well-known photographers; a description of each line operated by the Union Pacific during the last 25 years of the steam era. Attractive art-work covers. Hard-bound 8½x11.

E. & G. PUBLICATIONS
Box 101, Callaway, Nebraska 68825

RAILROADIANA AUCTION
The Museum disposes of unneeded and duplicate material at intervals through mail auction sales. Both Colorado and non-Colorado material included. Send for current auction list today.
Colorado Railroad Museum
Dept. 164, Box 641, Golden, Colo. 80402

FLORIDA WATER WONDERLAND
—Homesites, Cottagesites, Mobilesites. Established area. $390 full price, $5.00 a month. Swimming, fishing, boating. Write,
LAKE WEIR
Box 38fe, Silver Springs, Florida
AD-6-1070 (F-1)

Authentic Steam And Electric Railway Recordings
10", 33.3 rpm SAMPLER CONTAINING SELECTIONS FROM 8 DIFFERENT RECORDS — $1.98 POSTPAID.
Free Literature
RAILROAD RECORD CLUB HAWKINS, WISCONSIN

COLOR MOVIES OF COLORADO NARROW GAUGE STEAM TRAINS
*"SAN JUAN EXPRESS" Rocky Mtn. Railroad Club excursion from Alamosa to Silverton via Cumbres Pass, Chama & Durango. Narrow Gauge map and history included.
8mm 100 ft. **$9.95** 16mm 200 ft. **$24.95**
*"NARROW GAUGE TO SILVERTON" Famous D&RGW road between Durango and Silverton where railroading of the 1880's is lived again. Descriptive folder included.
8mm 50 ft. **$5.95** 16mm 100 ft. **$12.95**
*Available with authentic narrow gauge sound on magnetic stripe. Write for details.
SCENIC ASSOCIATES, INC.
Dept. R, Box 547 Colorado Springs, Colo.

The Switch List

JOHN BAGWELL, 221 D Street, S.E., Ardmore, Okla. 73401, will trade 35mm slides of MKT trains 5 and 6 on last run for those of MKT 1 and 2.

Lt. BOB BAKER, 8 Coy RCASC, Camp Petawawa, Ont., Canada, wants pix. and info. on Canadian steam locos in wrecks.

DEREK BOLES, 4853 W. Hill Ave., Montreal, Que., Canada, buys Canadian railroadiana.

CHAS. BORKENHAGEN, 212 Volusia Ave., Lake Helen, Fla. 32744, buys on approval 8mm movies and 35mm slides of circus and carnival trains.

GEO. BRADSHAW, 1404 Morgan Ave., Parsons, Kan. 67357, trades rr. annual passes.

WILEY BRYAN, Box 9411, Raleigh, N.C. 27603, trades 35mm color slides of local rrs. for those of GN, NP, PGE, SP&S, CN, CP.

JIM BUSINGER, 2045 Ridgeland Dr., Avon, Ohio 44011, sells tokens, transfers, uniform buttons, trolleyana, hardware, lanterns. (SSE).

R. C. CAESAR, 1880 5th St., Muskegan, Mich., sells pix Midwest rys. and stations. (SSE).

R. H. CARLSON, Box 222, Combes, Texas 78535, wants address of James F. Byrne, formerly of McKeesport, Pa.

KEITH CHRISTENSON, 1811 W. Crescent Ave., Park Ridge, Ill., buys or trades for steam loco catalogs.

RAY COCHRANE, 285 W. Nevada, Detroit, Mich. 48203, wants 5½x3½ pix Western diesels, esp. SP, UP, ATSF.

T. COTT, Kilcock, Ireland, sells Baldwin catalogs '98-'20, Master Car Bldrs. Cyclopedia, other rr. publications.

STAN CREWS, Rte. 7, Box 797, Pensacola, Fla. 32506, sells accounting department items from Arkansas Harbor Term. Ry. (SSE).

DAN CURTIS, 4707 Holton Ave., Ft. Wayne, Ind. 46806, buys rr. pix and rr. periodicals.

HOWELL DAY, 300 Vail Ave., Dunellen, N.J. 08812, wants plans, pix, and info. on inspection loco 300 of Pa. & N.Y. Canal & Ry.

RAY DESCHENES, 903 Mohawk Rd. E., Ste. 305, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN and CP. List 10¢. Buys, sells CN, CP, TH&B steam negs.

GERALD DIEDZIC, 66 Edgewood Pl., Maywood, N.J. 07607, wants NYS&W info., tts., emp. tts., pix, other railroadiana.

FRANK DIFALCO, 3 Cobbossee Ave., Gardiner, Maine 04345, buys, sells, trades diesel negs., esp. Mexican and rare old diesels.

JIM DORAN, 2017 Rosebrier, Springfield, Missouri, buys, sells, trades rapid transit pix, negs., tts., maps, books, rosters, etc.

DICK DURAN, 1466 9 Ave., San Francisco, Calif. 94122, trades pix and color slides of trolleys.

C. L. DUVIVIER, 76 Sedgwick Ave., Darien, Conn., wants pix and info. on steam-powered railcars.

MAHLON EBERHARD, Rte. 12, Lafayette, Ind. 47901, trades train orders.

J. M. FELDMAN, 1757 W. North Shore, Chicago, Ill. 60626, wants any rr. switch keys, also CNS&M equip., color slides, pix.

ART FRAKES, 3921 4th St., Port Arthur, Texas 77642, sells and trades railroadiana. No list.

TED GAY, 6 Northview Dr., Morris Plains, N.J., buys 8mm color and b&w orig. movies of pass. terminals with steam or E-type diesel trains.

AL GORNEY, 417 W. Hickory St., East Rochester, N.Y. 14445, trades 35mm slides of Eastern rrs. for GE or FM units on Western rrs., esp. C&NW, CRI&P, and CMSP&P.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., wants Poor's and Moody's manuals; buys defunct rr. stocks, bonds.

FRANK GUERNSEY, 3725 N.E. 17th Ave., Portland, Ore. 97212, sells size 616 negs. of NP, SP.

PEARL HARKINS, 1405 St. Mary Ave., Parkersburg, W. Va., sells or trades train orders, emp. tts., general orders, etc. (SSE).

FRANK HARNER, 4708 N. 38th St., Omaha, Neb. 68111, sells UP booklets, tts., postcards, calender pix, etc.

TOM HARPER, 6066 Reinhart St., Philadelphia, Pa. 19142, wants Kodachrome slides of silver PRR GG-1 4866. Offers red 4916, 5-stripe 4801, E3b, E2c class elecs.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades orig. Kodachrome slides of diesels and cabooses in his area. No list.

A. G. HEWITT, 60 Trumbull St., New Haven, Conn. 06510, sells 35mm dupl. slides NYNH&H, etc. Buys RDG pre-'60 steam slides.

JACK HOLST, 12930 N.E. Tillamook St., Portland, Ore. 97230, wants to know what the initials BHI&E RR stand for. Says this rr. owned a Heisler, No. 100, which later ran on Miller Lumber Co. in Marianna, Ark.

H. I. HUMPHREY, 38 Forest Hills, Binghamton, N.Y. 13905 trades size 116 steam pix for topical stamps of the world. (SSE).

B. D. JOHNSTON, 1064 E. Michelle, Memphis, Tenn. 38107, buys 35mm color slides MP steam and diesel.

OWEN JOHNSTON, Reid House, Canberra, Australia, trades 35mm color slides Australian rrs. for those of U.S. or Canada.

BOB JONES, 131 Kendall Way, Covina, Calif., 91722, wants lanterns from rrs. which made up UP.

BILL JORDAN, 504 E. Ave. B, Newberry, Mich. 49868, wants emp. tts., steam pix, train orders, tts., etc., of NKP, VGN, P&WV, SOO, N&W, DM&IR, C&O.

DAN KERELKO, Rte. 2, Floodwood, Minn., will buy book, "Great Third Rail."

DOUG KOCHER, 607 S. Huddleston Rd., Winamac, Ind. 46996, seeks NC&SL history and pix.

TOM KOPRIVA, 8805 S. Tulley Ave., Oak Lawn, Ill. 60453, buys rr. tts., menus, annual reports.

BOB LARSON, 3004 Wayne Dr., Sioux Falls, S.D., buys pix of branch lines in N.D., S.D., Minn., Iowa and Neb., esp. steam and doodlebugs.

JOE LEGER, 1732 Washington St., San Francisco, Calif., buys Western railroadana, trolleyana. Wants Western RRer mag. and Interurban Specials.

PAUL LEVASSEUR, 41 Elliot St., North Dartmouth, Mass. 02747, wants rr. and trolley hat badges of N.E. rrs.

BOB LEVIS, 419 S. Hackett Rd., Waterloo, Iowa 50701, buys or trades for WCF&N pix, slides, movies, tkts., transfers, etc.

BOB MARSH, 38 Linwood Ave., Ardmore, Pa., will trade recent RDG emp. tt. for recent MEC emp. tt.

RALPH MARSON, 8070 Busch, Centerline, Mich., wants st. ry. red books, Poor's and Moody's manuals, rr. guides, pre-'43 Trains magazines, ICC "Statistics of Rys. in U.S."

Burlington Railroad Photo

The Burlington is still operating "Steam Choo-Choo" excursions for youngsters.

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped env. for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter dealing with other matters.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our December department is already closed. Entries for January issue (out Dec. 3) should reach us before Oct. 11. Address Sy Reich, *Railroad Magazine,* 205 East 42nd Street, New York, N.Y. 10017.

CLARENCE ADDIS, 1850 W. Orangethorpe Ave., Fullerton, Calif., wants to know colors of Central Pacific 4-10-0 "El Gobernador" for a painting.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c. size pix LV, RDG, CNJ, DL&W, D&H, NYC, and Pa. shortlines.

PAUL MARTIN, 14698 Prospect, Dearborn, Mich. 48126, trades Detroit rr. map, sixe 17x22, tor one emp. tt. or one orig. slide.

J. M. McCLURE, Box 157, Grove, Okla., wants Official Guide for 1925-'26.

RAY McMURDO, 755 Main St., Waltham, Mass. 02154, sells rr. pix. No list.

BOB McVAY, Box 625, King City, Calif. 93930, buys, sells, or trades Interurbans, CERA Bulls., ERA publications, Western RRer, Pacific Ry. Journal, Wheel Clicks.

BILL MILLSAP, Box 168, Robinson, Ill., trades p.c. size steam negs. for advertising beer glasses, trays, labels, wooden kegs.

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa. 17102, wants trolley map of Harrisburg. Sells color pix N.Y. and Pa. trolleys. (SSE).

FRANK NAPRSTEK, 521 S. Kenilworth Ave., Oak Park, Ill., sells orig. b&w drawings of interurban cars.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana. List 10¢.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy cast EMC or EMD bldrs. plate.

BOB ODLAND, 1600 Riverdale Rd., Sioux Falls, S.D. 57105, will sell semaphore order boards and switchstand lanterns. (SSE).

DEAN OGLE, 906 W. Gordon Ave., Spokane, Wash. 99205, trades GN, NP, SP&S emp. tts. for those of other rrs.

W. R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, sells p.c. size steam pix RF&P, D&RGW, SP, UP, CB&Q, IC, SAL, NYC, WM, W&LE, Erie, L&NE, etc. (SSE).

AL PARSONS, 3227 Voigt Dr., Indianapolis, Ind. 46224, wants Railroad Journal 4/45, 12/45, 2/53.

R. PEDLER, 2125 Maffett, Muskegon, Mich. 49444, sells 35mm slides of steam, diesel, elec. List 10¢.

BILL PYKE, 297 Woodbine Ave., Toronto 8, Ont., Canada, sells "Wheels of Progress," pix of Toronto subway, PCC cars. (SSE).

FRANK RATHBONE, 26-10 Union St., Flushing, N.Y., wants info. and pix on LIRR Whitestone branch.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, will trade SP switchman's lantern for one from another rr. Wants switch locks and keys.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, will sell Sinclair's "Locomotive Running and Management" 1890, also emp. tts., rule books.

FRANK REILLY, 306 Front St., Dunellen, N.J., sells 35mm color slides of U.S. and European steam, diesel, elecs., trolleys. List, sample 25¢.

HARRY SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells tts., emp. tts., switchmen's lanterns, switch keys, steam pix, negs., etc (SSE).

PAUL SCHIECK, 3215 Edgemont Ave., Chester, Pa. 19015, wants info. for roster on all trolleys operated in his area.

GUS SMAREY, Box 236, Suttons Bay, Mich. 49682, wants switch keys.

ROMAN SOHOR, 217 Niles St., Elizabeth, N.J., wants info. on Elizabethtown & Somerville RR. Buys CNJ steam and diesel pix.

JOHN SULLIVAN, 750 Elk Spur St., Elkin, N.C. 28621, trades 35mm Kodachrome slides of ACL, N&W, Clinchfield, SOU, SAL, etc., for those of N.W., S.W., and Central U.S. rrs.

TED THOMPSON, 2006 Blaine St., Williamsport, Pa. 17705, trades rr. employee mags.

CHUCK TRUMBULL, 107 Noruocca Dr., Monrovia, Calif., wants round sign from side of PE box motor, also other PE items.

E. R. WESTFALL, 3121 Owen St., Saginaw, Mich. 48601, buys NYC train orders, emp. tts. of 1800's. (Ed. note: we couldn't read the rest of his entry.)

TOM YAGERHOFER (age 14), 12 Kensington Ave., Dover, N.J. 07801, trades info. and pix of CNJ and E-L.

MARTIN ZAK, 2 Hedgerow Dr., Morrisville, Pa. 19067 wants orig. negs. and 35mm slides of RDG and B&O frt. units, Pennsy and B&O frt. Baldwin Sharknose units.

GLEESON PERRY (retired ATSF engr). 1305 3rd St., Brownsville, Texas 76801, sells his 36-page booklet, "My Old Iron Horse Has Passed and Gone," at $1 copy.

PAUL KUTTA, Shadyside Ave., South Nyack, N.Y., sells reprints of West Shore RR. tt. Nov. 1919, showing local Albany-Buffalo service, 25¢ each.

JOHN BENSON, 1347 Washington Ave., Lorain, O., trades brakemen's lanterns, switch keys, rr. matchcovers, uniform buttons. Sells railroadiana, List free.

DAVID STONEBERG, 606 Orr St., Chattanooga, Tenn. 37405, will buy old tts. and other items from streetcar and interurban lines operated in Tenn., esp. Tenn. Elec. Power and Chat. Tract. Co.

WM. MOSHER, Box 133, East Northport, L.I., N.Y., sells 5x7 and 8x10 LIRR pix. (SSE).

Big 3 Bargain Sale

~~$12.95~~ $4.95

REGULATION POLICE HANDCUFFS
With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

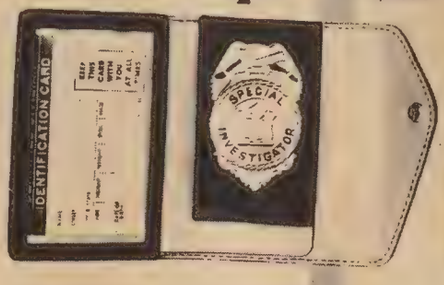
$9.95 ~~$13.95~~

HOME MOVIE VIEWER
SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. $9.95

~~$5.95~~ $2.95

LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

~~$4.95~~ $2.98



IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

~~$3.00~~ $1.00

WHO STOLE MY BIKINI?!!
"TITILATING BALL POINT PEN"
Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

IN GLORIOUS COLOR

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open. $4.70; 7 1/16", $4.95; 9", $7.50; 11". $12.95

~~$3.95~~ $1.98
OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.23.
SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

Not sold to Calif. or N. Y. res.

~~$12.95~~ $5.95
22 Cal. Blank Cart. 6 Shot Revolver
No Permit Required
"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long. Ideal for stage, sporting events, boating, protection. Revolver $5.95, "QUICK DRAW" deluxe leather holster $2.25.

ORDER BLANK

BIG THREE ENT. INC.
Dept. AMG-11, 1109 Sixth Ave.
New York 36, N.Y.

Enclosed is check, cash or M.O. for $ Enclosed
Please send me items checked.
A Handcuffs; B Movie Viewer C Little Atom Pistol; D I.D. Badge Case; E Peek-A-Boo Pen F Wolf-Pack Cards; G Stiletto, size; H Badge ( ); J Revolver. specify type)
Satisfaction Guaranteed. Send cash, check or M.O. and save C.O.D. charges. $1.00 deposit with C.O.D. orders.

Address _____
City & Zone _____ State _____
Name _____

TED THOMPSON, 2006 Blaine St., 3R, Williamsport, Pa. 17705, buys, trades, sells all kinds of railroadiana. List for 5¢ stamp.

R. A. CURRIER, 714 S. 17th St., Corvallis, Ore., will sell 3 old rr. novels: Frank Spearman's "Daughter of a Magnate" and "Whispering Smith" and Frank Packard's "Running Special." Make offers.

Model Trading Post

C. E. DAVIS, 3663 McCall Blvd., Bremerton, Wash., will trade Nason, Guild Atlantics for Nason Hudson, Consol.; also Scarlecraft Vanderbilt, Johann Mikado, Nason or Guild Atlantic Tenders for Nason Hudson, Consol. tenders.

AL POMMER, 898 Hyde Park Ave., Hyde Park Maine 02136, buys used Fleischmann European prototype trains.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, will sell 4 cast-iron rr. cars. (SSE).

JIM TANDY, Box 35, Carrollton, Ky. 41008, will sell Lionel 38 pumping water tower, 98 coal bunker, 97 coal elevator, 313 bascule bridge, 439 panel board, 072 tubular track. ●

Notes from Mississippi

Additional information on our shortlines of Mississippi roster comes from David Hyer and Tom Lawson, as follows:

The two Mississippian Ry. locomotives are 76-77, both 2-8-0's, built by Baldwin in 1920, with a tractive effort of 29,000 lbs. and a weight of 124,000 lbs. They were originally Jonesboro, Lake City & Eastern 40-41 then SLSF 76-77.

Bonhomie & Hattiesburg Southern owns a steam locomotive, No. 300, a 2-8-2 built by Baldwin in 1925, weighs 180,000 lbs.

Columbus & Greenville also has a steam locomotive, No. 178, a 4-6-0 built by Rogers in 1899, originally Mobile & Ohio 178.

The present Pearl River Valley diesel is 101, a GE 65-tonner built in 1949. ●

Besides being *Transit Topics* editor, Steve is a magistrate and is seen here as the conductor on the Pine Creek Railroad.
Article and photo courtesy of Asbury Park Evening Press

STEVE MAGUIRE

by Kenneth Dalecki

WHEN Magistrate Stephen D. Maguire steps into his attic, he enters a kind of museum of the trolley-car era. Mr. Maguire keeps in his attic at 1411 River Road, Belmar, N.J. what little he can of trolley-car relics.

"Look at this," he said as he dipped into a pile of metal objects and held up a heavy, tarnished brass wheel.

The wheel, which had grooves cut into it, once rolled along a trolley's overhead electric power line. It is a special wheel, Mr. Maguire explained. Its grooves once cut sleet off lines in winter. His explanation was an example of his knowledge and affection for trolleys.

A tall, ruddy, quick-talking man, Mr. Maguire reached over other relics to a 60-pound trolley bell he found in Atlantic City. The temptation to give it one more *clang* overcame fears of mussing his dark suit on the dusty floor.

Mr. Maguire realizes that his hobby —started as a boy—is unusual. "Look at all this junk," he joked as he walked around the cramped attic.

But he is far from alone in his enthusiasm. One enthusiast who also shares Mr. Maguire's occupational interest, is Theodore J. Labrecque, of Fair Haven, N.J., a judge in the Appellate Division of Superior Court.

He continued to rummage through his relics, which include big trolley headlights, starting switches, handles, bells, running lights, a trolleyman's hat, and ticket stamper. On top of a long trunk were several rolls of what looked like window shades.

"These are destination signs," he said as he unrolled one bearing strange markings. "Ah, yes." He read some of the names. "These are from Sidney, Australia. They recently did away with trolleys there and a friend of mine sent me these."

Inside the trunk were hundreds of similar roll signs, like the ones seen today on buses. They included ones from trolleys that ran in Asbury Park until 1931. Mr. Maguire got them from someone in Wilkes-Barre, Pa., where the trolleys were sold.

He said he also likes steam locomotives and is a member of the Pine Creek Railroad historic railway club at Allaire State Park, Wall Township, in New Jersey.

"But if I had my way," he joked, "we'd run only trolleys."

Downstairs in his study is a high narrow filing cabinet filled with thousands of pictures, negatives and slides of trolleys from all over the world.

"I think I have a picture of every type of trolley ever built," he said.

He took many of the pictures himself on the tours he has made throughout the East, Midwest and South visiting museums and operating trolley lines. His knowledge of trolleys and rapid transit systems increases every day with the stack of mail he receives from North and South America, Asia and Europe.

Most of the mail results from the monthly column he writes for *Railroad Magazine*. In his column—which is four or more pages long—he comments on everything from policemen on New York's subways to trolleys in Japan—anything dealing with rapid transit.

Ask him a question about trolleys and Mr. Maguire has the answer, or he can look it up in his files. Questioned about when Asbury Park closed its trolley line, he quickly replied: "Oct. 31, 1931. The first trolley ran in the city in 1887."

In 1957 he was technical editor of a 200-page book about trolleys and he is frequently asked to review books and magazines about trolleys and trains.

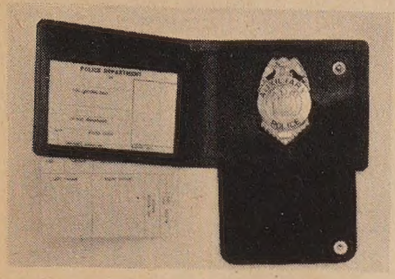
He said he would have "loved nothing better" than to have worked on trolleys, "but I was too young." He puts in one or two hours a day on his hobby, "mostly answering my mail and writing the column." He also spends time on trips, visiting other enthusiasts or trolley museums and lines.

"It's probably taken a lot of time from my law business," he said, but the sparkle in his eyes shows no regret.

Whenever a trolley line closed in the East, Mr. Maguire said he was probably there to salvage what he could. A look into his attic bears that out. ●

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.



POLICE WALLET. Top grain cowhide billfold. Badge holder with protective suede-lined flap, can be snapped closed. I.D. section contains special police department identification card with spaces for vital statistics. No. 447 $3.95 ppd. Big Three Enter. Inc. 1109 Sixth Ave, New York, N.Y. 10036

CHURCHILL MEMORIAL COVER. Scarce envelope bears portrait and autograph. Postmarked with day-of-death cancellation, London, SW1—post office servicing Parliament and official residence of Prime Ministers. Valuable Churchill New Issue stamps included plus complete set of England's 42 Kings & Queens! 25¢ ppd. Kenmore C-902 Milford, New Hampshire

8 MM MOTION PICTURE PROJECTOR. Fully electric for standard 8MM movies, black and white or color. Runs on flashlight batteries. Sturdy, safe, easy to operate. Amazing performance. Complete with carrying case and screen. Guaranteed. $9.97 Honor House Pros. Corp. Dept. 136 PJ 10, Lynbrook, NY

GIANT TALKING CLOWN. 42" tall. Simply pull magic sound transcription—he talks! Toss, wobble, or sway him—lands right back on his big feet. Colorful one piece quality latex, easily inflatable. Thrill for youngsters. Mother Hubbard, Dept. T-4, 183 Essex St, Boston, Mass. 02111.

BALD MEN WANTED

TO LEARN ABOUT TAYLOR TOPPERS—THE WORLD'S FIRST PRACTICAL, TRULY UNDETECTABLE HAIRPIECES

Mail Coupon for Free Details, No Obligation, in Plain Envelope

Taylor Topper Inc.
123 W. 28 St.
New York 1, N. Y.
Phone WI 7-1820
Dept. 6075

Name .....
Address .....
City ..... State .....

Borrow BY MAIL

$40 Per Month Repays $1,009.36

Enjoy the things you want NOW with a confidential LOAN-by-MAIL—get any amount, $100 to $1,000. Pay back in small monthly installments to fit your paycheck. No co-makers. Also, Credit Life Insurance is available, at nominal cost, which will pay the balance of your loan in case of death. No matter where you live, rush this coupon now. Loan Order Blank mailed FREE in a plain envelope. No obligation. Act!

Cash YOU WANT

Cash You Get	30 Monthly Payments
$104.85	$5.00
293.02	14.00
532.26	25.00
Cash You Get	**36 Monthly Payments**
$819.57	$33.00
1009.36	40.00

DIAL FINANCE CO., 410 Kilpatrick Bldg. Dept. 11-052 Omaha, Nebraska 68102

NO AGENT WILL CALL

Please rush FREE Loan Order Blank.

Name .....
Address .....
City ..... *State* ..... *Zip Code* .....
Amount you want to borrow $ .....

NEED MONEY?

CASH YOU WANT

$45.10 MONTHLY REPAYS $1000

It's easy to borrow by mail. If you are steadily employed, you can borrow up to $1000 on your signature only. No endorsers, no time off from work, no personal interviews. Handled entirely by mail in strict confidence. Details mailed in plain envelope.

Amount of Loan	24 Monthly Payments
$100	$5.59
$300	$16.77
$500	$27.63
Amount of Loan	**30 Monthly Payments**
$800	$36.62
$1000	$45.10

AMERICAN LOAN PLAN Dept. PA-295
City National Bldg., Omaha, Nebr. 68102

AMOUNT I NEED ____

Name .....
Address .....
City .....
Age ..... Occupation .....

Invest In Tomorrow, By U. S. Savings Bonds Today!

OPPORTUNITIES FOR YOU

For ad rates, write PCD
1085 Walnut
Des Plaines, Illinois

BUY IT WHOLESALE (MB-Dec.-Jan. '66)

1965 CARS $995. Fords, Dodges. Four-door, 6 cylinder, automatic transmission, heaters. Choice of color. 1964 cars $595. Guaranteed motor, transmission, rear end. Nationwide delivery. Free illustrated catalog, details. Write: Dept. P, Consolidated Auto Wholesalers, 120 East 56 Street, New York 10022.

ALL BRAND NAME Latex products. Confidential wholesale price list 10c. Distributor Sales, Box 6041-JM, Kansas City, Mo. 64110.

EMPLOYMENT INFORMATION

FOREIGN EMPLOYMENT: SOUTH AMERICA, Africa, Europe, Australia, USA. Earnings to $2,000.00 monthly. Construction, all trades, professions, occupations. Many companies pay fare, housing, benefits, bonuses. Write: Universal, Dept. A-13, Woodbridge, Connecticut 06525.

FOREIGN EMPLOYMENT. CONSTRUCTION, other work projects. Good paying overseas jobs with extras, travel expenses. Write only: Manager, Foreign Service Bureau, Bradenton Beach, Florida.

MUSIC & MUSICAL INSTRUMENTS

SONGPOEMS WANTED FOR musical setting. Free examination. Get "the Nashville Sound" in your songs and records. Send Poems: Music City Songcrafters, 6145-AE, Acklen Station, Nashville, Tennessee 37212.

INCOME GUARANTEED TWO years for songpoems accepted: Free public releases! Castle's, 203-P West 46th Street, New York City 10036.

SALESMEN WANTED

SELL ADVERTISING BOOK Matches. Write us today; we put you in business By Return Mail, handling complete line Ad Book Matches in demand by every business right in your town! No investment; everything furnished Free! Top commissions daily: Superior Match, Dept. Z-1265, 7530 S. Greenwood, Chicago 19, Ill.

HYPNOTISM

HYPNOTISM REVEALED! FREE Illustrated Details. Powers, 8721 Sunset, Hollywood, California 90069.

QUIT SMOKING SUBCONSCIOUSLY. Conditioning Record $5.95. Letcher, 2407 Catherine, Dallas 75211.

MONEY-MAKING OPPORTUNITIES

MAKE MONEY WRITING Short Paragraphs. Information Free, Barrett, Dept. C-162-L, 6216 N. Clark, Chicago 26.

$100.00 WEEKLY POSSIBLE! Home, self-employment. Bayou Enterprises, Box 326, Niceville 5, Florida.

PERSONAL

LOSING HAIR? BALDING? Dandruff? Free copyrighted booklet. Dr. Shiffer Laboratories, 576 Euclid Arcade, Cleveland, Ohio 44115.

INVENTIONS

INVENTIONS NEEDED IMMEDIATELY for manufacturers. For additional information write Kessler Corporation, C-1312, Fremont, Ohio.

LOANS BY MAIL

BORROW $1,233 AIRMAIL! Repay $54 for twenty-nine months. State licensed. Postal Finance, Dept. 62-X, Kansas City, Kansas 66117.

EDUCATIONAL OPPORTUNITIES

DETECTIVE COURSE. FREE information. Universal Detectives, Box 8180A, Universal City, California.

FREE 72 ROUNDS OF BLANK CARTRIDGES

ITALIAN **SNUB NOSE** AUTOMATIC $4.98

Postpaid Send cash, check or M.O. No COD's please.

Identical duplicate in styling of automatic detective revolver. Fires 12—4.5 cal. blank cartridges in 10 seconds. Not a CO_2 or Pellet gun.

FREE—72 rounds of blank cartridges included. Perfect for sports, stage, etc. Illustrated gift carton.

Request FREE Catalog

FEDERAL 6652 N. Western/Chicago, Ill. 60645 Dept. GMG

BORROW BY MAIL!

ONLY $54.00 A MONTH REPAYS $1215

Borrow $111 to $1215 entirely by mail! Pay *all* your bills with a confidential loan from Postal; *only one small monthly payment* instead of many. Over 59 years of dependable service to people throughout the U.S.A. State-licensed—your assurance of fair rates and supervised reliability. *Fast, Airmail Service. Try Us!*

POSTAL FINANCE CO., Dept. 32-V
200 Keeline Building
Omaha, Nebraska 68102

SELECT LOAN HERE

Cash You Receive!	30 Monthly Payments
$111.	$ 5.00
$315.	15.00
$510.	24.00
$1000.	45.00
$1215.	54.00

D. J. Levitt, President
POSTAL FINANCE CO., Dept. 32-V
200 Keeline Building
Omaha, Nebraska 68102

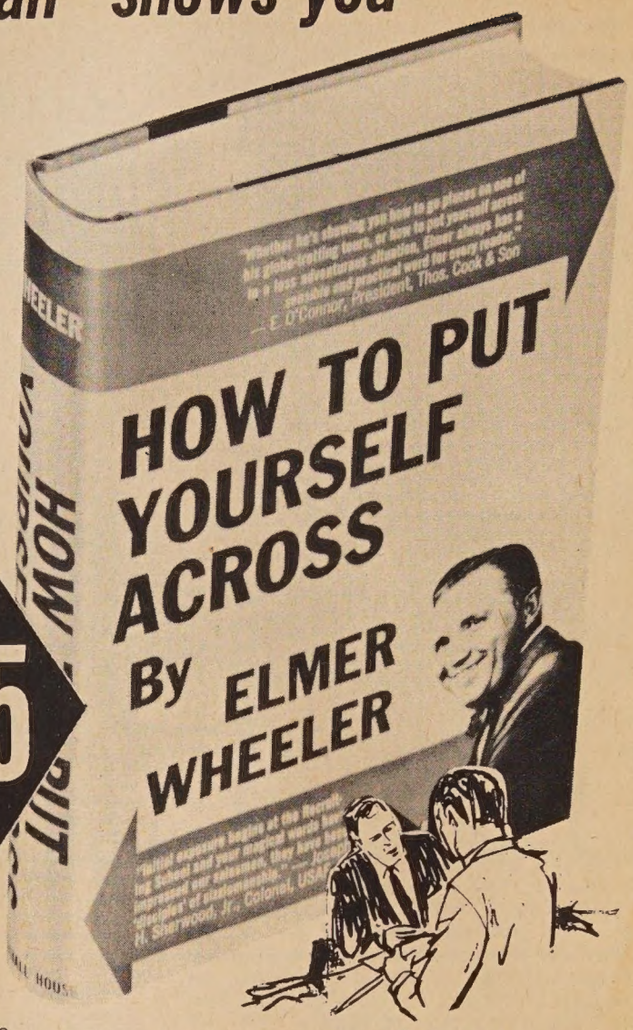
Rush FREE complete Loan Papers.

AMOUNT NEEDED $ ____

Name ..... Age .....
Address .....
City ..... State ..... Zip Code .....

Now— "America's #1 Salesman" shows you

How To Put Yourself Across



Yes, step by step, Elmer Wheeler shows you how to make your day-dreams come true . . . 8 rules for self-made people . . . 6 ways to conquer complexes . . . how to overcome inferiority . . . the art of conversation . . . how to know what you want in life, and how to set your ideas into vital motion!

only $2.95 (regular price $4.95)

Here, too, you'll discover why it pays to:

- **BE A GOOD LISTENER**
- **ADMIT IT WHEN YOU ARE WRONG**
- **GIVE PEOPLE AN INCENTIVE**
- **NOT CORRECT OTHERS — HELP THEM**
- **RADIATE WARMTH**

As you read Elmer Wheeler's new book and start to apply these amazing simple techniques, you'll actually feel yourself changing into a more confident person . . . a person who, aglow with an understanding of human emotions, can meet challenges, overcome personal defeats, and win the respect of others.

Here is the blueprint Elmer Wheeler himself has used to become one of the nation's top salesmen . . . to inspire millions with his success philosophy . . . to reach the top income brackets. Check the chapter headings — then let each one be *your* guide to a happier and more successful life.

Special Sensational Offer!

This book, a best-seller at $4.95, is yours for a limited time only at the amazing price of $2.95. Read it. Study Elmer Wheeler's exciting formula for personal success. *You have a money back guarantee that it will work for you, as it has for thousanss of others!* Full refund privilege is guaranteed if it doesn't help you!

In these exciting pages you will discover hundreds, literally hundreds of ways to make you vital, dynamic — more successful in life!

Here are some of the power-packed chapters you will read:

- How to win others to your way of thinking for everlasting friendship
- Sizzling ways to make people feel like a million dollars
- How an inferiority complex saps your energy, drains pep, loses friends — and what you can do about it
- How to harness an inferiority complex and make it work overtime for you
- How to make people do things for you
- How to make your day-dreams come true
- Two word system to win friends and friendships
- Don't hide yourself behind a mask of put-on modesty
- Pick the right day to ask people for favors
- The hypnotist's great secret that anyone can use to influence people
- How to get the full attention of people
- Have a genuine regard for others and in so doing have many friends

ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak— sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

Here's what famous executives say about Elmer Wheeler: "Whether he's showing you how to go places on one of his globe-trotting tours, or how to put yourself across in a less adventurous situation, Elmer always has a sensible and practical word for every reader."—*E. O'Connor, President, Thos. Cook & Son.*

"Initial exposure begins at the Recruiting School and your magical words have so impressed our salesmen, they have become 'disciples' of sizzlemanship."
—*Joseph H. Sherwood, Jr., Colonel, USAF*

Self Improvement Books
Box 3141, Grand Central Station
New York, N. Y. 10017

Rush _____ copies @ $2.95

Enclosed is check or M. O. for $_____

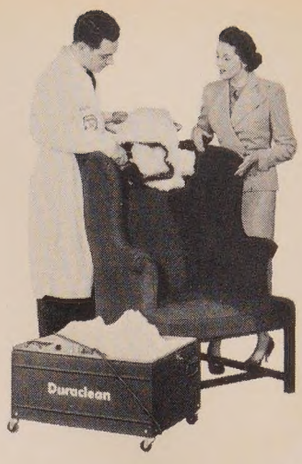
NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____

(Add 35¢ postage and handling)

Would You Like to Take in $140 after Supper?



This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Your Services Are Endorsed by

McCall's Magazine, Parents, American Research & Testing Laboratories . . . and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could."

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me . . . saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken **tomorrow . . . so mail coupon today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co., 5-70N Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

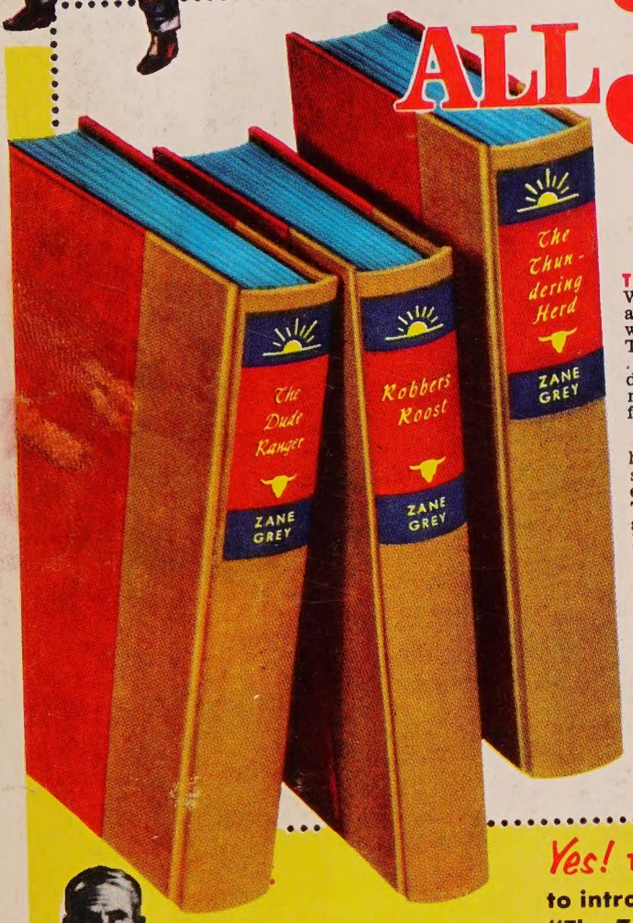
City_____ State_____ Zip_____

A RIP-ROARING **BONANZA** FOR WESTERN FANS!

3 of the Greatest Western Stories Ever Written BY THE IMMORTAL ZANE GREY

ALL 3 FOR ONLY $1.00

[AN $8.67 VALUE]



Now Ready! **YOUR FIRST 3 VOLUMES**

THE THUNDERING HERD. When the plainsman asked Tom Doan why he wanted to hunt buffalo, Tom replied "I can ride . . . I'm quick on the draw — and I ain't seen man nor beast yet I'd run from!"

"You'll do," the rawhide-rough plainsman said. "I reckon I'll need every hand I can get. Them Indian varmints is aimin' to run every hide-huntin' white man off the plains — YOUR SCALP WILL DO AS GOOD AS ANY!"

ROBBERS' ROOST. The Hank Hays Gang was *at large!* These blood-crazed killers were wanted—DEAD OR ALIVE—for robbery . . . rustling . . . murder . . . jailbreaking . . . and now for KIDNAPPING a beautiful young girl!

But the girl was doomed to perish! *No one* dared go near their hideout . . . where Hank Hays himself had boasted of a "Robbers' Roost whar no posse could ride in 20 years!"

THE DUDE RANGER. Ernest Howard was a new tenderfoot on the Red Rock Ranch. The ranch manager wouldn't even let him go *near* a horse. His daughter treated Ernest like *dirt!* And the foreman hated him bitterly — tried to KILL him!

But the Tenderfoot had an ace up his sleeve. The others didn't know it, but HE was the new owner of Red Rock Ranch! He wanted to find out why the manager had $200,000 in the bank while the ranch itself was barely breaking even! He *would* find out, too — *if he lived long enough!*

ZANE GREY
America's Most Beloved Western Story-Teller

THESE DE LUXE VOLUMES are handsomely-bound in Glowing Shades of Red, Tan, Blue — Stamped in Genuine Gold! You will be proud to own them.

Yes! TAKE ALL 3 FOR ONLY $1.00

to introduce you to the luxurious, matching, hard-bound volumes of "The Zane Grey Library"—*No Obligation To Buy Any More Books*

HERE THEY ARE — the greatest Western thrillers ever written—all by the King of Western Writers, ZANE GREY! Use the Reservation Certificate to get the THREE Zane Grey classics described above — plus no-obligation information on how to get additional Zane Grey Westerns in matching, low-cost deluxe editions!

What a treat is in store for you! *You'll re-live* the trials and triumphs of Hell-Bent Wade . . . Arizona Ames . . . Nevada — ALL of Zane Grey's unforgettable heroes! *You'll thrill* to round-ups and hold-ups, stampedes and stage rides, gambling and gunplay! Look at these adventures awaiting you:

RIDERS OF THE PURPLE SAGE. Brave days of old Utah — drenched with blood!

WILDFIRE. Story of a great wild stallion, a fiery girl — and the man who was strong enough to tame them both!

ARIZONA AMES. His blazing six-shooter spread terror among the toughest badmen!

SHADOW ON THE TRAIL. Quick-shooting Wade Holden fights with rawhide-tough rustlers.

ROGUE RIVER FEUD. Violence and death on Rogue River.

DESERT GOLD. Spine-tingling adventures of men and women crazed by the lure of riches.

WEST OF THE PECOS. A hard-riding, straight-shooting young man turns out to be a *girl!*

THE LONE STAR RANGER. One man against the toughest killers in the wild Texas borderland!

CALL OF THE CANYON. Smashing drama of death and danger!

30,000 ON THE HOOF. Pioneer Huett battles screaming Indians and lawless rustlers.

WILD HORSE MESA. A party sets out to capture a phantom stallion.

Other volumes include: The Vanishing American; Fighting Caravans; The Hash Knife Outfit; The Mysterious Rider; Twin Sombreros; The Heritage of The Desert; Western Union; Under The Tonto Rim; The Fugitive Trail; Shepherd of Guadaloupe; Thunder Mountain; To The Last Man; The Man of The Forest; many more Zane Grey classics! Every one complete!

SEND NO MONEY

Just mail RESERVATION CERTIFICATE to examine your first three volumes, shown and described above. With them will come an introductory invoice for only $1.00 (plus a few cents mailing charge) as payment IN FULL for ALL THREE books, and instructions on how to get your other beautiful volumes at the low price of $2.89 each. If not fully satisfied, you may return all three introductory books, or any later volume in the series; you may cancel your reservation at any time.

You have nothing to lose — and a lifetime of thrilling Westerns to enjoy! So send your risk-free Reservation Certificate NOW to:

WALTER J. BLACK, Inc., Roslyn, L. I., N. Y. 11576

READER'S RESERVATION CERTIFICATE

WALTER J. BLACK, Inc. JK
Roslyn, L. I., New York 11576

Send me at *once* the three Zane Grey books described above: THE THUNDERING HERD, ROBBERS' ROOST *and* THE DUDE RANGER. I enclose NO MONEY IN ADVANCE; within a week after receiving my books, I will either return them and owe nothing, or keep them for the special introductory price of ONLY $1.00 (plus a few cents mailing charges) for ALL THREE fine volumes.

Also reserve in my name additional beautifully-bound volumes in the Zane Grey Series. I will be entitled to receive them as they come from the press, on approval, for only $2.89 each (plus a few cents mailing charges). I am to receive advance descriptions of all future volumes. I need never send money in advance; if not completely satisfied, I may return any book within one week of receipt. I may cancel my reservation at any time. *(Books shipped in U.S.A. only.)*

Name.....
(PLEASE PRINT PLAINLY)

Address..... 23A

City.....

State..... ZIP CODE ZONE NO.